

Appendix G

RTA of Central Maryland Stop Improvement Profiles



Appendix G

RTA of Central Maryland & MDOT-MTA Potential Transfer Stops

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BMC Transfer Study Location Profiles

Arundel Mills

LOTS: RTA of Central MD

MTA Bus Service: Commuter & LINK

Location Type: Transit Center-Commuter Rail

Number of Distinct Stops: 1



Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	Yes	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	89	Average Transfer Time:	0:29
Daily LOTS Stops:	101	<15 Minute Transfers:	83

Total Estimated Improvement Costs:
\$20,695.00

Arundel Mills		
Anne Arundel County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	0	\$0.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	0	\$0.00
Stop 1: Arundel Mills Bus Bay	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
Digital Display	1	\$1,000.00
New Shelter	1	\$15,000.00
	Location Cost:	\$4,195.00
	Stop 1 Cost:	\$16,500.00
	Total Cost	\$20,695.00

BMC Transfer Study Stop Inventory

Transfer Location: **Arundel Mills** Heading: **270**
 Stop ID: **2507** Placement: **At Location**
 On Street: **ARUNDEL MILLS** Speed: **25 mph**
 Cross Street: **@ BEST BUY** Travel Lanes: **4**
 Survey Date: **12/18/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **3** Stop Owner 1: **MTA LINK**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **RTA of Central MD**
 Sign Height: **80" or greater** Stop Owner 3: **Other**
 Route Info: **MTA LINK 75, MTA 201 RTA 502, 201**



Approaching Stop

Shelters and Other Amenities

Shelters: **2** Info Case: **Yes**
 Shelter Foundation: **Concrete** Info Case Accessible: **Accessible**
 Shelter Damage: **Panel** Info Case Damage: **None**
 Shelter Accessible? **Yes** Digital Display? **No**
 Entrance Accessible? **Yes** Route Schedule? **No**
 Interior Accessible? **Yes** System Map? **Yes**
 Benches? **8** Route Map? **No**
 Bench Location: **Shelter/Fre** Trash Can? **Yes**
 Bench Damage: **None** Publication Boxes? **0**
 Bike Racks? **Yes**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **NA** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **325**
 LOTS Riders: **139**

Estimated Stop Improvement Cost:
\$16,500.00

BMC Transfer Study Location Profiles

Assateague & Conowingo

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Industrial

Number of Distinct Stops: 1



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	55	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	0:35
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	6

Total Estimated Improvement Costs:
\$13,485.00

Assateague & Conowingo		
Howard County		
Required Improvements		
New sidewalk to be installed	55	\$1,375.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	0	\$0.00
Stop 1: RTA/MTA NB	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA/MTA SB	Primary Owner:	Unknown (Unmarked)
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$5,645.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,200.00
	Total Cost	\$13,845.00

BMC Transfer Study Stop Inventory

Transfer Location: Assateague & Conowingo Heading: 340
 Stop ID: NA Placement: Nearside
 On Street: ASSATEAGUE D Speed: 35 mph
 Cross Street: CONOWINGO Travel Lanes: 4
 Survey Date: 12/11/2018 Compliance Level: No Improvement



Bus Stop Sign

Number of Signs: 2 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: MTA Commuter Bus
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: MTA 320



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: None Sidewalk Width: NA
 Material: NA Obstruction: NA
 Surface Problem: NA Land Buffer: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: None
 Connect Curb? NA Detectable Warning: NA



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: None
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Stop sign
 CR Connect CSAS: No Crosswalk CSAS: No Ped Control OS: No
 CR Connect CSOP: No Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership: 35
 LOTS Riders: 1

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

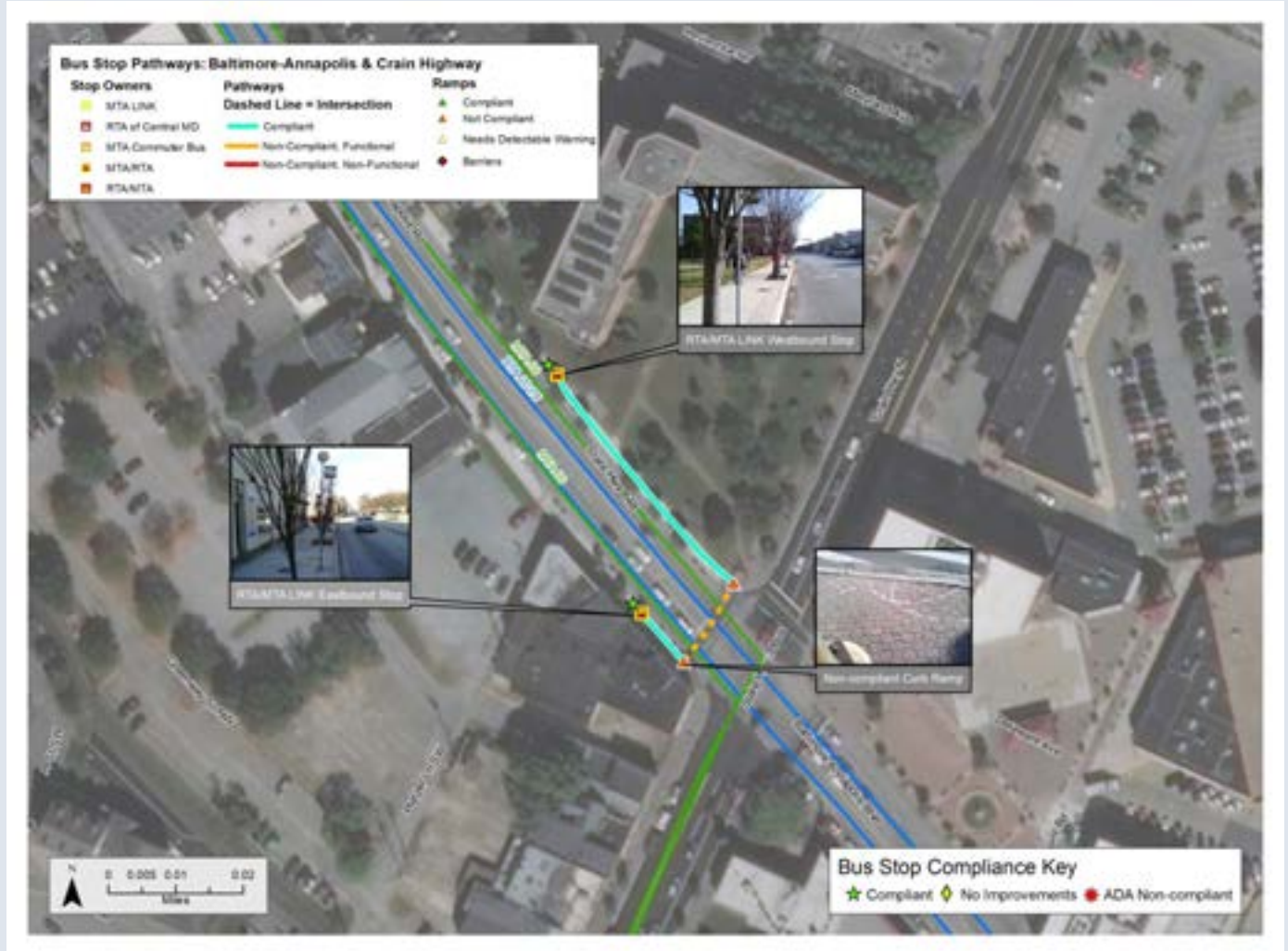
Baltimore-Annapolis & Crain

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Commercial-Mixed

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	No	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$37,150.00

Balt-Anna & Crain		
Anne Arundel County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA/MTA EB	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Shelter	1	\$15,000.00
Stop 2: RTA/MTA WB	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Shelter	1	\$15,000.00
	Location Cost:	\$7,150.00
	Stop 1 Cost:	\$15,000.00
	Stop 2 Cost:	\$15,000.00
	Total Cost	\$37,150.00

BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Crain** Heading: **315**
 Stop ID: **2891** Placement: **Farside**
 On Street: **BALTIMORE AN** Speed: **30 mph**
 Cross Street: **CRAIN HWY** Travel Lanes: **4**
 Survey Date: **12/13/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **MTA LINK**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **RTA of Central MD**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA LINK 69, 70**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Diagonal**
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **69**
 LOTS Riders: **2**

Estimated Stop Improvement Cost:
\$15,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Crain** Heading: **135**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **BALTIMORE AN** Speed: **30 mph**
 Cross Street: **CRAIN HWY** Travel Lanes: **4**
 Survey Date: **12/13/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **MTA LINK**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **RTA of Central MD**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **NA**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **70**
 LOTS Riders: **3**

Estimated Stop Improvement Cost:
\$15,000.00

BMC Transfer Study Location Profiles

Baltimore-Annapolis & Faywood

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Residential

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	35	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	No	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	31	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$12,145.00

Balt-Anna & Faywood		
Anne Arundel County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: RTA/MTA EB	Primary Owner: MTA LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA/MTA WB	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$8,145.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$0.00
	Total Cost	\$12,145.00

BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Faywood** Heading: **135**
 Stop ID: **12275** Placement: **Nearside**
 On Street: **BALTIMORE AN** Speed: **40 mph**
 Cross Street: **FAYWOOD AVE** Travel Lanes: **2**
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA LINK 69**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Diagonal**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **35**
 LOTS Riders: **4**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Faywood** Heading: **315**
 Stop ID: **8727** Placement: **Across From**
 On Street: **BALTIMORE AN** Speed: **40 mph**
 Cross Street: **FAYWOOD AVE** Travel Lanes: **2**
 Survey Date: **12/13/2018** Compliance Level: **Compliant**



Bus Stop Sign

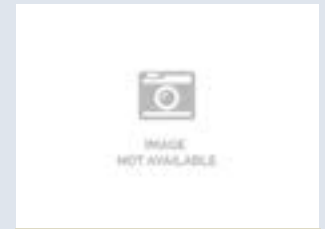
Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA LINK**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA LINK 69**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **None**
 Connect Curb? **Yes** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **35**
 LOTS Riders: **3**

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Location Profiles

Baltimore-Annapolis & Maple

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Residential

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	19	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$9,245.00

Balt-Anna & Maple		
Anne Arundel County		
Required Improvements		
New sidewalk to be installed	19	\$475.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: RTA/MTA EB	Primary Owner: MTA LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign (Consolidate)	1	\$200.00
Stop 2: RTA/MTA WB	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$5,045.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$0.00
	Total Cost	\$9,245.00

BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Maple** Heading: **135**
 Stop ID: **2779** Placement: **Nearside**
 On Street: **BALTIMORE AN** Speed: **30 mph**
 Cross Street: **MAPLE AVE** Travel Lanes: **2**
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA LINK**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA LINK 69, 70**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **3**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Diagonal**
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **11**
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Maple** Heading: **315**
 Stop ID: **2893** Placement: **Nearside**
 On Street: **BALTIMORE AN** Speed: **30 mph**
 Cross Street: **MAPLE AVE** Travel Lanes: **2**
 Survey Date: **12/13/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA LINK**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA LINK 69, 70**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **2**
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Location Profiles

Baltimore-Annapolis & Marley Station

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 4



Compliance Overview

Landing Pads Needed:	4	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	215	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	48	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$24,950.00

Balt-Anna & Marley Station		
Anne Arundel County		
Required Improvements		
New sidewalk to be installed	215	\$5,375.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA 201 WB	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA 201 EB	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 3: MTA 69 WB	Primary Owner: MTA LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 4: MTA 69 EB	Primary Owner: MTA LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign (Consolidate)	0	\$0.00
	Location Cost:	\$8,950.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$4,000.00
	Stop 4 Cost:	\$4,000.00
	Total Cost	\$24,950.00

BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Marley Station** Heading: **250**
 Stop ID: **2803** Placement: **Nearside**
 On Street: **MARLEY STATIO** Speed: **25 mph**
 Cross Street: **BALTIMORE AN** Travel Lanes: **4**
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

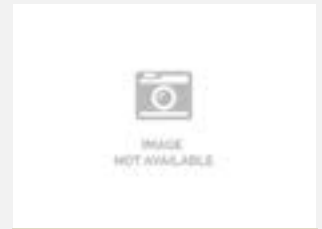
Number of Signs: **1** Stop Owner 1: **MTA LINK**
 Sign Installation: **Traffic sign po** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA LINK 69**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: Yes	Crosswalk OSNS: Yes	Traffic Control OS: Traffic light
CR Connect OSFS: Yes	Crosswalk OSFS: Yes	Traffic Control CS: Traffic light
CR Connect CSAS: Yes	Crosswalk CSAS: Yes	Ped Control OS: Yes
CR Connect CSOP: Yes	Crosswalk CSOP: Yes	Ped Control CS: Yes

Ridership and Improvements

MTA Ridership: **17**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Marley Station** Heading: **135**
 Stop ID: **NA** Placement: **Farside**
 On Street: **BALTIMORE AN** Speed: **40 mph**
 Cross Street: **MARLEY STATI** Travel Lanes: **2**
 Survey Date: **12/13/2018** Compliance Level: **No Improve**



Bus Stop Sign

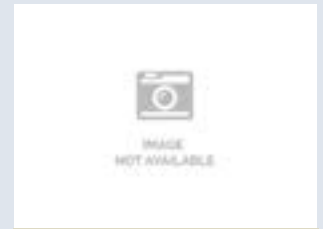
Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **NA**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **NA**
 Material: **NA** Obstruction: **NA**
 Surface Problem: **NA** Land Buffer: **NA**
 Obstruction: **NA** Surface Problem: **NA**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Marley Station** Heading: **70**
 Stop ID: **12490** Placement: **Farside**
 On Street: **MARLEY STATIO** Speed: **25 mph**
 Cross Street: **BALTIMORE AN** Travel Lanes: **4**
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA LINK**
 Sign Installation: **Traffic sign po** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA LINK 69**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **19**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Baltimore-Annapolis & Marley Station** Heading: **315**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **BALTIMORE AN** Speed: **40 mph**
 Cross Street: **MARLEY NECK** Travel Lanes: **2**
 Survey Date: **12/13/2018** Compliance Level: **No Improve**



Bus Stop Sign

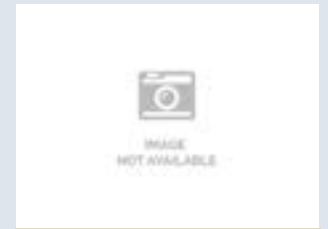
Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **NA**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **Yes**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **NA**
 Material: **NA** Obstruction: **NA**
 Surface Problem: **NA** Land Buffer: **NA**
 Obstruction: **NA** Surface Problem: **NA**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **2**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

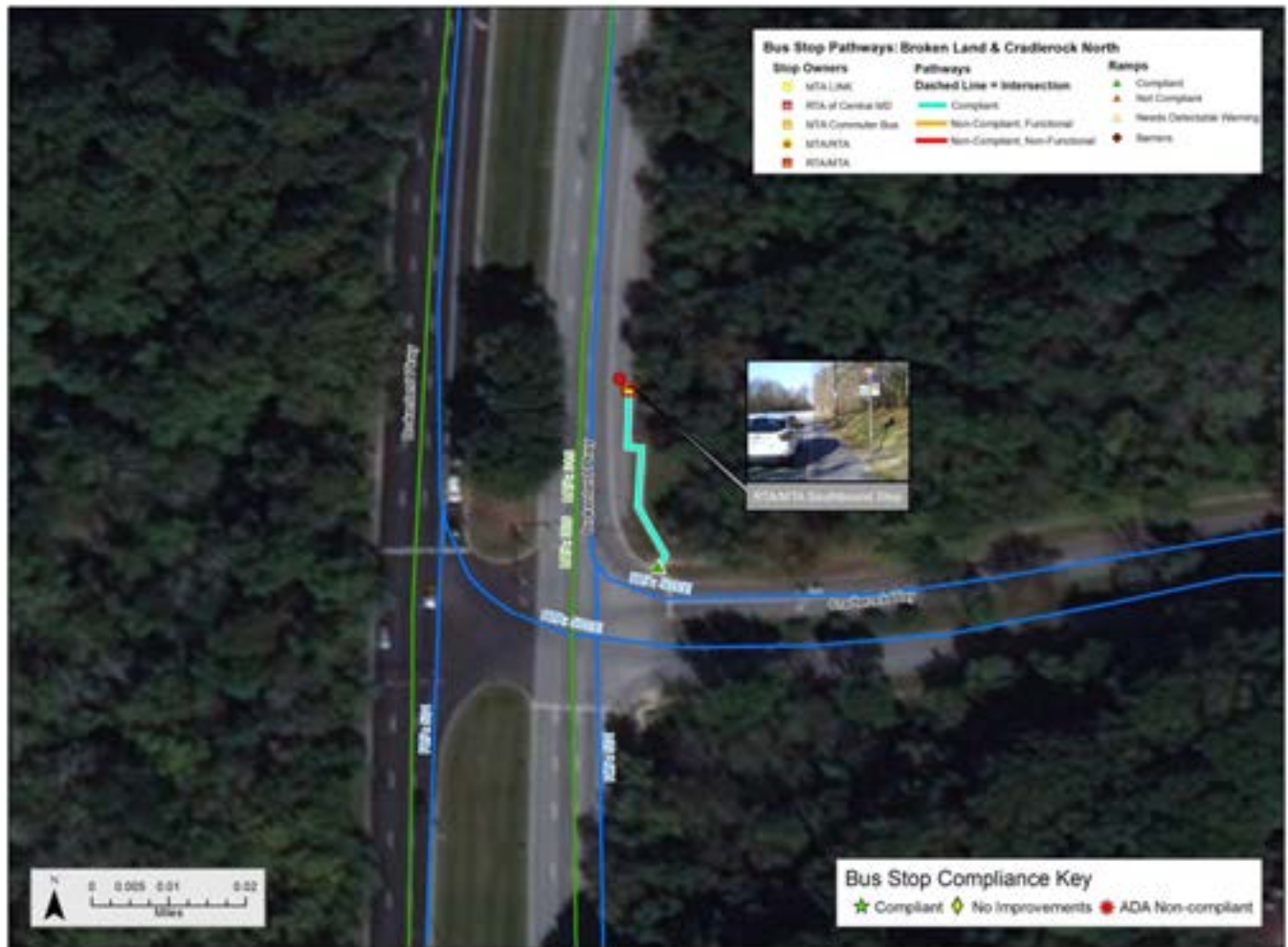
Broken Land & Cradlerock North

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 1



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	22	Average Transfer Time:	0:29
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	16

Total Estimated Improvement Costs:
\$12,970.00

Broken Land & Cradlerock N.

Howard County

Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: RTA/MTA NB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
Stop 2: SB Stop	Primary Owner: Unknown	
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$4,570.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	Total Cost	\$12,970.00

BMC Transfer Study Stop Inventory

Transfer Location: Broken Land & Cradlerock North
 Stop ID: 50108
 On Street: BROKEN LAND P
 Cross Street: CRADLEROCK
 Survey Date: 12/7/2018

Heading: 20
 Placement: Farside
 Speed: 45 mph
 Travel Lanes: 6+
 Compliance Level: ADA Non-Com



Bus Stop Sign

Number of Signs: 2
 Sign Installation: Bus Stop Pole
 Sign Height: 80" or greater
 Route Info: MTA 305, 315, RTA COLUMBIA MALL

Stop Owner 1: RTA of Central MD
 Stop Owner 2: MTA Commuter Bus
 Stop Owner 3: NA



Approaching Stop

Shelters and Other Amenities

Shelters: 0
 Shelter Foundation: NA
 Shelter Damage: NA
 Shelter Accessible? NA
 Entrance Accessible? NA
 Interior Accessible? NA
 Benches? 0
 Bench Location: NA
 Bench Damage: NA
 Bike Racks? No

Info Case: No
 Info Case Accessible: NA
 Info Case Damage: NA
 Digital Display? No
 Route Schedule? No
 System Map? No
 Route Map? No
 Trash Can? No
 Publication Boxes? 0



Across from Stop

Accessibility

Landing Pad: No, sidewalk
 Material: Asphalt
 Surface Problem: None
 Obstruction: None
 Connect Sidewalk? Yes
 Connect Curb? Yes

Sidewalk Width: 5
 Obstruction: None
 Land Buffer: No
 Surface Problem: None
 Curb Ramp: Perpendicular
 Detectable Warning: Yes



Departing Stop

Safety

CR Connect OSNS: No
 CR Connect OSFS: No
 CR Connect CSAS: Yes
 CR Connect CSOP: NA

Crosswalk OSNS: No
 Crosswalk OSFS: No
 Crosswalk CSAS: No
 Crosswalk CSOP: No

Traffic Control OS: Traffic light
 Traffic Control CS: Traffic light
 Ped Control OS: No
 Ped Control CS: No

Ridership and Improvements

MTA Ridership: 0
 LOTS Riders: 1

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Location Profiles

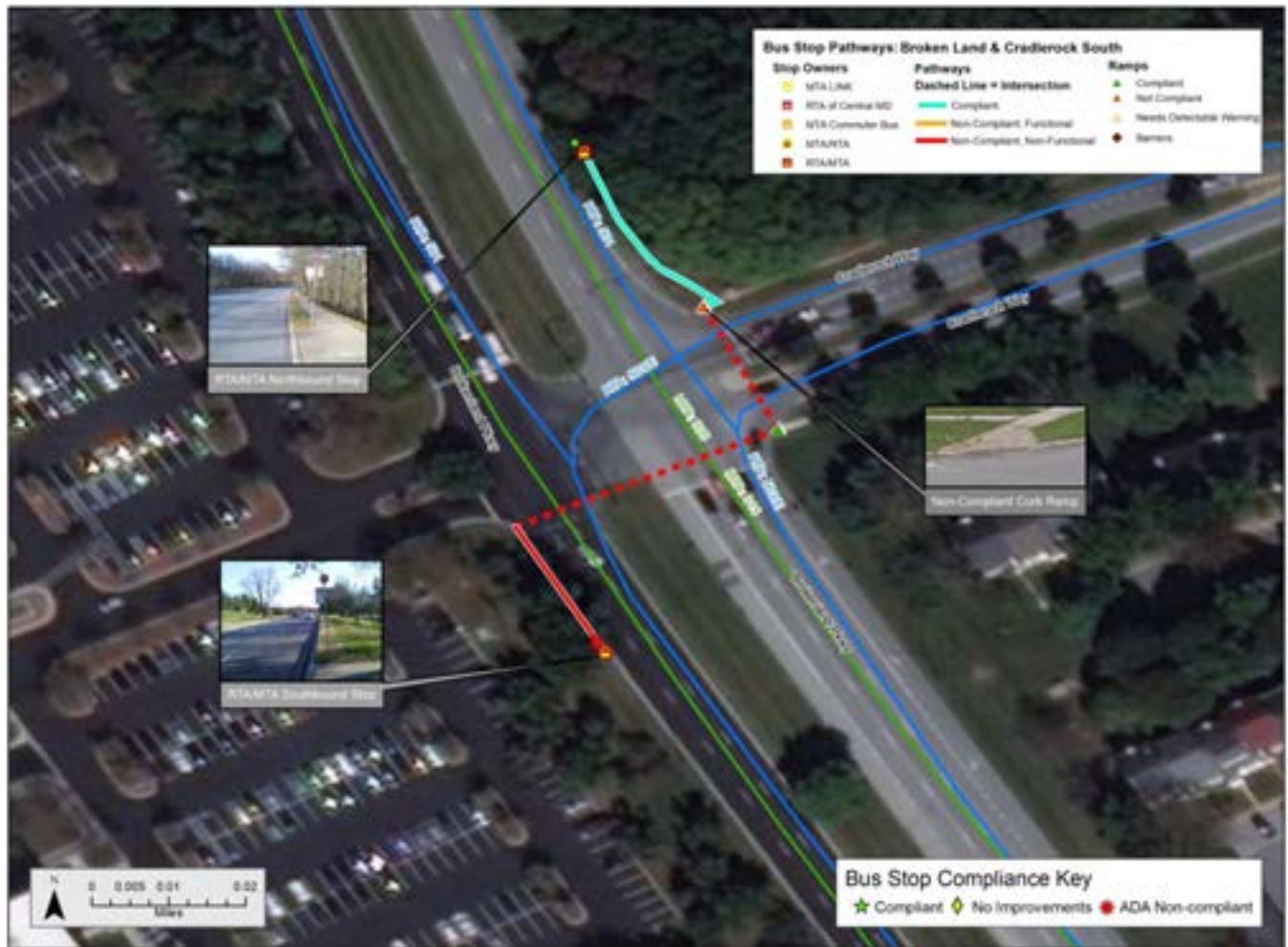
Broken Land & Cradlerock South

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	95	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	22	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	24

Total Estimated Improvement Costs:
\$14,676.00

Broken Land & Cradlerock S.

Howard County

Required Improvements		
New sidewalk to be installed	95	\$2,375.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Median/Side Island	1	\$156.00
Stop 1: RTA/MTA NB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
Stop 2: SB Stop	Primary Owner: Unknown	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$10,676.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$4,000.00
	Total Cost	\$14,676.00

BMC Transfer Study Stop Inventory

Transfer Location: Broken Land & Cradlerock South
 Stop ID: 50110
 On Street: BROKEN LAND P
 Cross Street: CRADLEROCK
 Survey Date: 12/7/2018

Heading: 330
 Placement: Farside
 Speed: 45 mph
 Travel Lanes: 6+
 Compliance Level: Compliant



Bus Stop Sign

Number of Signs: 2
 Sign Installation: Bus Stop Pole
 Sign Height: 80" or greater
 Route Info: RTA COLUMBIA MALL, MTA 305, 315

Stop Owner 1: RTA of Central MD
 Stop Owner 2: MTA Commuter Bus
 Stop Owner 3: NA



Approaching Stop

Shelters and Other Amenities

Shelters: 0
 Shelter Foundation: NA
 Shelter Damage: NA
 Shelter Accessible? NA
 Entrance Accessible? NA
 Interior Accessible? NA
 Benches? 0
 Bench Location: NA
 Bench Damage: NA
 Bike Racks? No

Info Case: No
 Info Case Accessible: NA
 Info Case Damage: NA
 Digital Display? No
 Route Schedule? No
 System Map? No
 Route Map? No
 Trash Can? No
 Publication Boxes? 0



Across from Stop

Accessibility

Landing Pad: Yes, unobstructed
 Material: Concrete
 Surface Problem: None
 Obstruction: None
 Connect Sidewalk? Yes
 Connect Curb? Yes

Sidewalk Width: 5
 Obstruction: None
 Land Buffer: Yes
 Surface Problem: None
 Curb Ramp: Parallel
 Detectable Warning: No



Departing Stop

Safety

CR Connect OSNS: No
 CR Connect OSFS: No
 CR Connect CSAS: No
 CR Connect CSOP: No

Crosswalk OSNS: No
 Crosswalk OSFS: No
 Crosswalk CSAS: No
 Crosswalk CSOP: No

Traffic Control OS: Traffic light
 Traffic Control CS: Traffic light
 Ped Control OS: No
 Ped Control CS: No

Ridership and Improvements

MTA Ridership: 3
 LOTS Riders: 3

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Broken Land & Cradlerock South** Heading: **150**
 Stop ID: **50109** Placement: **Farside**
 On Street: **BROKEN LAND P** Speed: **45 mph**
 Cross Street: **CRADLEROCK** Travel Lanes: **6+**
 Survey Date: **12/7/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 501, 503, MTA 305, 315**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **NA**
 Material: **Concrete** Obstruction: **NA**
 Surface Problem: **None** Land Buffer: **NA**
 Obstruction: **None** Surface Problem: **NA**
 Connect Sidewalk? **No** Curb Ramp: **None**
 Connect Curb? **Yes** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **3**
 LOTS Riders: **7**

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Location Profiles

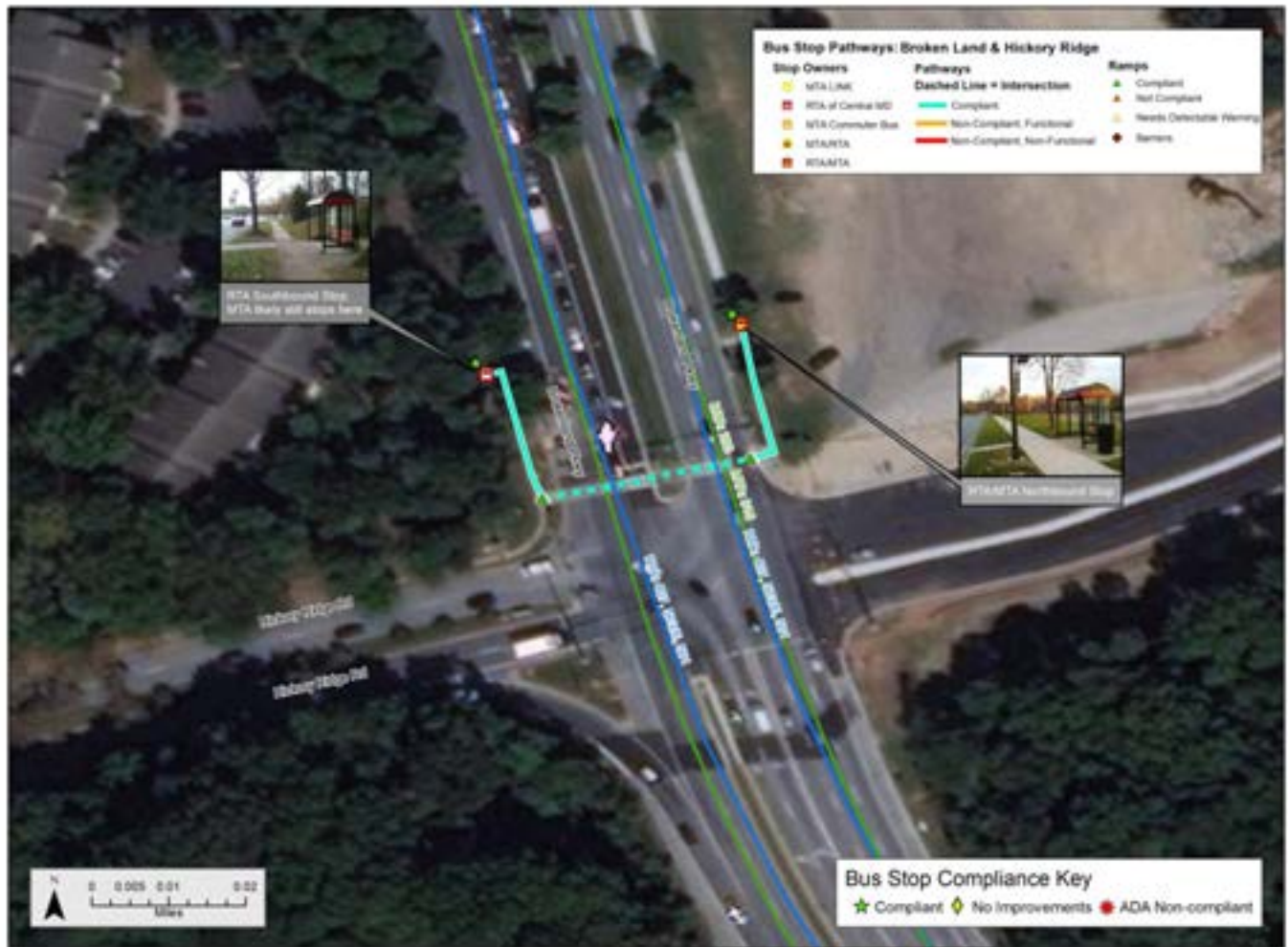
Broken Land & Hickory Ridge

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	20	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	24

Total Estimated Improvement Costs:
\$2,200.00

Broken Land & Hickory Ridge		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA/MTA SB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
Digital Display	1	\$1,000.00
Stop 2: RTA NB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign (Need MTA Sign)	1	\$200.00
Digital Display	1	\$1,000.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$1,000.00
	Stop 2 Cost:	\$1,200.00
	Total Cost	\$2,200.00

BMC Transfer Study Stop Inventory

Transfer Location: Broken Land & Hickory Ridge Heading: 160
 Stop ID: 50104 Placement: Farside
 On Street: BROKEN LAND P Speed: 45 mph
 Cross Street: HICKORY RIDG Travel Lanes: 6+
 Survey Date: 11/30/2018 Compliance Level: Compliant



Bus Stop Sign

Number of Signs: 2 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: MTA Commuter Bus
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: RTA 501, MTA 305, 315



Approaching Stop

Shelters and Other Amenities

Shelters: 1 Info Case: Yes
 Shelter Foundation: Concrete Info Case Accessible: Accessible
 Shelter Damage: None Info Case Damage: None
 Shelter Accessible? Yes Digital Display? No
 Entrance Accessible? Yes Route Schedule? No
 Interior Accessible? Yes System Map? Yes
 Benches? 1 Route Map? No
 Bench Location: Shelter Trash Can? Yes
 Bench Damage: None Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk Width: 5
 Material: Concrete Obstruction: None
 Surface Problem: None Land Buffer: Yes
 Obstruction: None Surface Problem: None
 Connect Sidewalk? Yes Curb Ramp: Perpendicular
 Connect Curb? Yes Detectable Warning: Yes



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: Traffic light
 CR Connect OSFS: Yes Crosswalk OSFS: Yes Traffic Control CS: Traffic light
 CR Connect CSAS: Yes Crosswalk CSAS: Yes Ped Control OS: Yes
 CR Connect CSOP: No Crosswalk CSOP: No Ped Control CS: Yes

Ridership and Improvements

MTA Ridership: 12
 LOTS Riders: 10

Estimated Stop Improvement Cost:
\$1,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Broken Land & Hickory Ridge** Heading: **340**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **BROKEN LAND P** Speed: **45 mph**
 Cross Street: **HICKORY RIDG** Travel Lanes: **6+**
 Survey Date: **11/30/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 501, 503**



Approaching Stop

Shelters and Other Amenities

Shelters: **1** Info Case: **Yes**
 Shelter Foundation: **Concrete** Info Case Accessible: **Accessible**
 Shelter Damage: **None** Info Case Damage: **None**
 Shelter Accessible? **Yes** Digital Display? **No**
 Entrance Accessible? **Yes** Route Schedule? **No**
 Interior Accessible? **Yes** System Map? **Yes**
 Benches? **1** Route Map? **No**
 Bench Location: **Shelter** Trash Can? **Yes**
 Bench Damage: **None** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **5**

Estimated Stop Improvement Cost:
\$1,200.00

BMC Transfer Study Location Profiles

Broken Land & Snowden River

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	22	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$2,000.00

Broken Land & Snowden River		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA/MTA SB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
Digital Display	1	\$1,000.00
Stop 2: RTA/MTA NB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign (Need MTA Sign)	0	\$0.00
Digital Display	1	\$1,000.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$1,000.00
	Stop 2 Cost:	\$1,000.00
	Total Cost	\$2,000.00

BMC Transfer Study Stop Inventory

Transfer Location: Broken Land & Snowden River Heading: 200
 Stop ID: 50111 Placement: Nearside
 On Street: BROKEN LAND P Speed: 45 mph
 Cross Street: SNOWDEN RIV Travel Lanes: 6+
 Survey Date: 12/7/2018 Compliance Level: Compliant



Bus Stop Sign

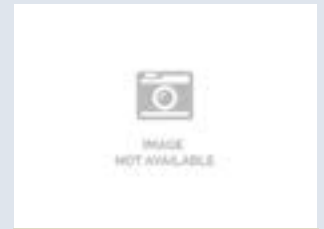
Number of Signs: 2 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: MTA Commuter Bus
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: RTA 501, 503, MTA 305, 315



Approaching Stop

Shelters and Other Amenities

Shelters: 1 Info Case: No
 Shelter Foundation: Concrete Info Case Accessible: NA
 Shelter Damage: None Info Case Damage: NA
 Shelter Accessible? Yes Digital Display? No
 Entrance Accessible? Yes Route Schedule? No
 Interior Accessible? Yes System Map? No
 Benches? 1 Route Map? No
 Bench Location: Shelter Trash Can? Yes
 Bench Damage: None Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk Width: 7
 Material: Concrete Obstruction: None
 Surface Problem: None Land Buffer: Yes
 Obstruction: None Surface Problem: None
 Connect Sidewalk? Yes Curb Ramp: Perpendicular
 Connect Curb? Yes Detectable Warning: Yes



Departing Stop

Safety

CR Connect OSNS: Yes Crosswalk OSNS: Yes Traffic Control OS: Traffic light
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Traffic light
 CR Connect CSAS: No Crosswalk CSAS: No Ped Control OS: Yes
 CR Connect CSOP: No Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership: 4
 LOTS Riders: 1

Estimated Stop Improvement Cost:
\$1,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Broken Land & Snowden River** Heading: **315**
 Stop ID: **50112** Placement: **Farside**
 On Street: **BROKEN LAND P** Speed: **45 mph**
 Cross Street: **SNOWDEN RIV** Travel Lanes: **6+**
 Survey Date: **12/7/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA COLUMBIA MALL, MTA 305, 315**



Approaching Stop

Shelters and Other Amenities

Shelters: **1** Info Case: **No**
 Shelter Foundation: **Concrete** Info Case Accessible: **NA**
 Shelter Damage: **None** Info Case Damage: **NA**
 Shelter Accessible? **Yes** Digital Display? **No**
 Entrance Accessible? **Yes** Route Schedule? **No**
 Interior Accessible? **Yes** System Map? **No**
 Benches? **1** Route Map? **No**
 Bench Location: **Shelter** Trash Can? **Yes**
 Bench Damage: **None** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **7**
 Material: **Asphalt** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **8**
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$1,000.00

BMC Transfer Study Location Profiles

Broken Land Park & Ride

LOTS: RTA of Central MD
 MTA Bus Service: Commuter
 Location Type: Transit Center-Park & Ride
 Number of Distinct Stops: 1



Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	NA
Compliant Amenities:	Yes	Traffic Control:	NA

Scheduling and Estimated Costs

Daily MTA Stops:	22	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$16,075.00

Broken Land Park & Ride		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA/MTA P&R Stop	Primary Owner: MTA Commuter Bus	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Shelter	1	\$15,000.00
Digital Display	1	\$1,000.00
	Location Cost:	\$75.00
	Stop 1 Cost:	\$16,000.00
	Total Cost	\$16,075.00

BMC Transfer Study Stop Inventory

Transfer Location: **Broken Land Park & Ride** Heading: **180**
 Stop ID: **NA** Placement: **At Location**
 On Street: **BROKEN LAND P** Speed: **10 mph**
 Cross Street: **BUS BAY** Travel Lanes: **1**
 Survey Date: **12/7/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **RTA of Central MD**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 335, 345**



Approaching Stop

Shelters and Other Amenities

Shelters: **2** Info Case: **Yes**
 Shelter Foundation: **Concrete** Info Case Accessible: **Accessible**
 Shelter Damage: **Stickers** Info Case Damage: **Other**
 Shelter Accessible? **Yes** Digital Display? **No**
 Entrance Accessible? **Yes** Route Schedule? **Yes**
 Interior Accessible? **Yes** System Map? **No**
 Benches? **2** Route Map? **No**
 Bench Location: **Shelter** Trash Can? **No**
 Bench Damage: **None** Publication Boxes? **10**
 Bike Racks? **Yes**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **6**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Parallel**
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **NA** Crosswalk OSNS: **NA** Traffic Control OS: **NA**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **No** Traffic Control CS: **NA**
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **NA**
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **NA**

Ridership and Improvements

MTA Ridership: **266**
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$16,000.00

BMC Transfer Study Location Profiles

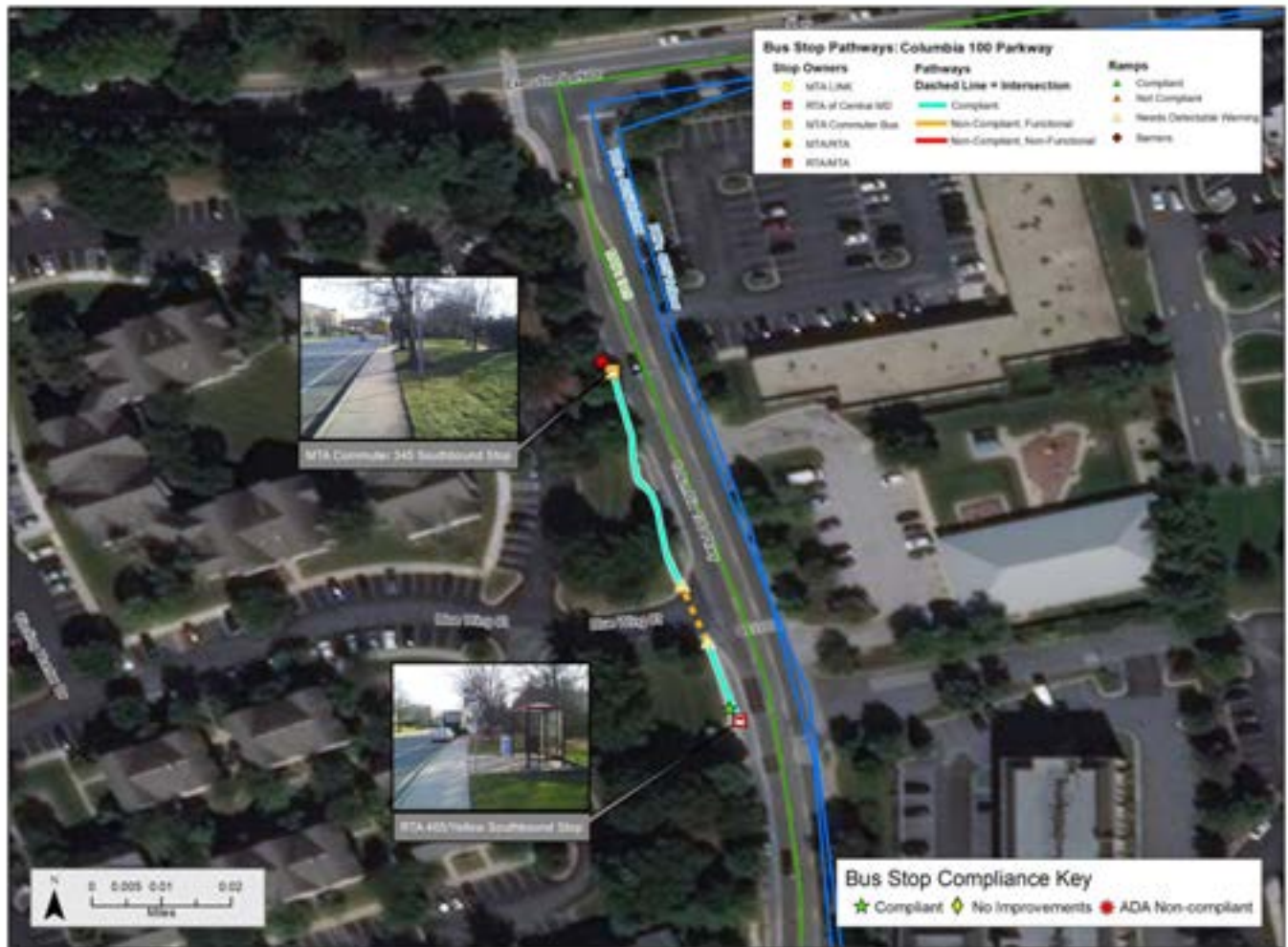
Columbia 100 Parkway

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	Yes	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:

\$6,490.00

Columbia 100 Parkway		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
Enhanced Improvements		
Pedestrian Control	2	\$1,390.00
Crosswalk	2	\$600.00
Stop 1: RTA Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
Stop 2: MTA Stop	Primary Owner: MTA Commuter Bus	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$1,990.00
	Stop 1 Cost:	\$500.00
	Stop 2 Cost:	\$4,000.00
	Total Cost	\$6,490.00

BMC Transfer Study Stop Inventory

Transfer Location: **Columbia 100 Parkway** Heading: **170**
 Stop ID: **NA** Placement: **Farside**
 On Street: **COLUMBIA 100** Speed: **25 mph**
 Cross Street: **EXECUTIVE PAR** Travel Lanes: **2**
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 345**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **None**
 Shelter Accessible?: **NA** Digital Display?: **No**
 Entrance Accessible?: **NA** Route Schedule?: **No**
 Interior Accessible?: **NA** System Map?: **No**
 Benches?: **0** Route Map?: **No**
 Bench Location: **NA** Trash Can?: **No**
 Bench Damage: **NA** Publication Boxes?: **0**
 Bike Racks?: **No**



Across from Stop

Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk?: **Yes** Curb Ramp: **Diagonal**
 Connect Curb?: **Yes** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **NA** Crosswalk OSNS: **NA** Traffic Control OS: **Stop sign**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **No** Traffic Control CS: **None**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **6**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Columbia 100 Parkway** Heading: **170**
 Stop ID: **NA** Placement: **Mid-block**
 On Street: **COLUMBIA 100** Speed: **25 mph**
 Cross Street: **ORCHARD CRO** Travel Lanes: **2**
 Survey Date: **12/13/2018** Compliance Level: **Compliant**



Bus Stop Sign

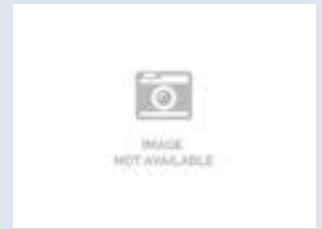
Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 405**



Approaching Stop

Shelters and Other Amenities

Shelters: **1** Info Case: **No**
 Shelter Foundation: **Concrete** Info Case Accessible: **NA**
 Shelter Damage: **None** Info Case Damage: **None**
 Shelter Accessible? **Yes** Digital Display? **No**
 Entrance Accessible? **Yes** Route Schedule? **No**
 Interior Accessible? **Yes** System Map? **No**
 Benches? **1** Route Map? **No**
 Bench Location: **Shelter** Trash Can? **Yes**
 Bench Damage: **None** Publication Boxes? **1**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Diagonal**
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **NA**
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **NA**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$500.00

BMC Transfer Study Location Profiles

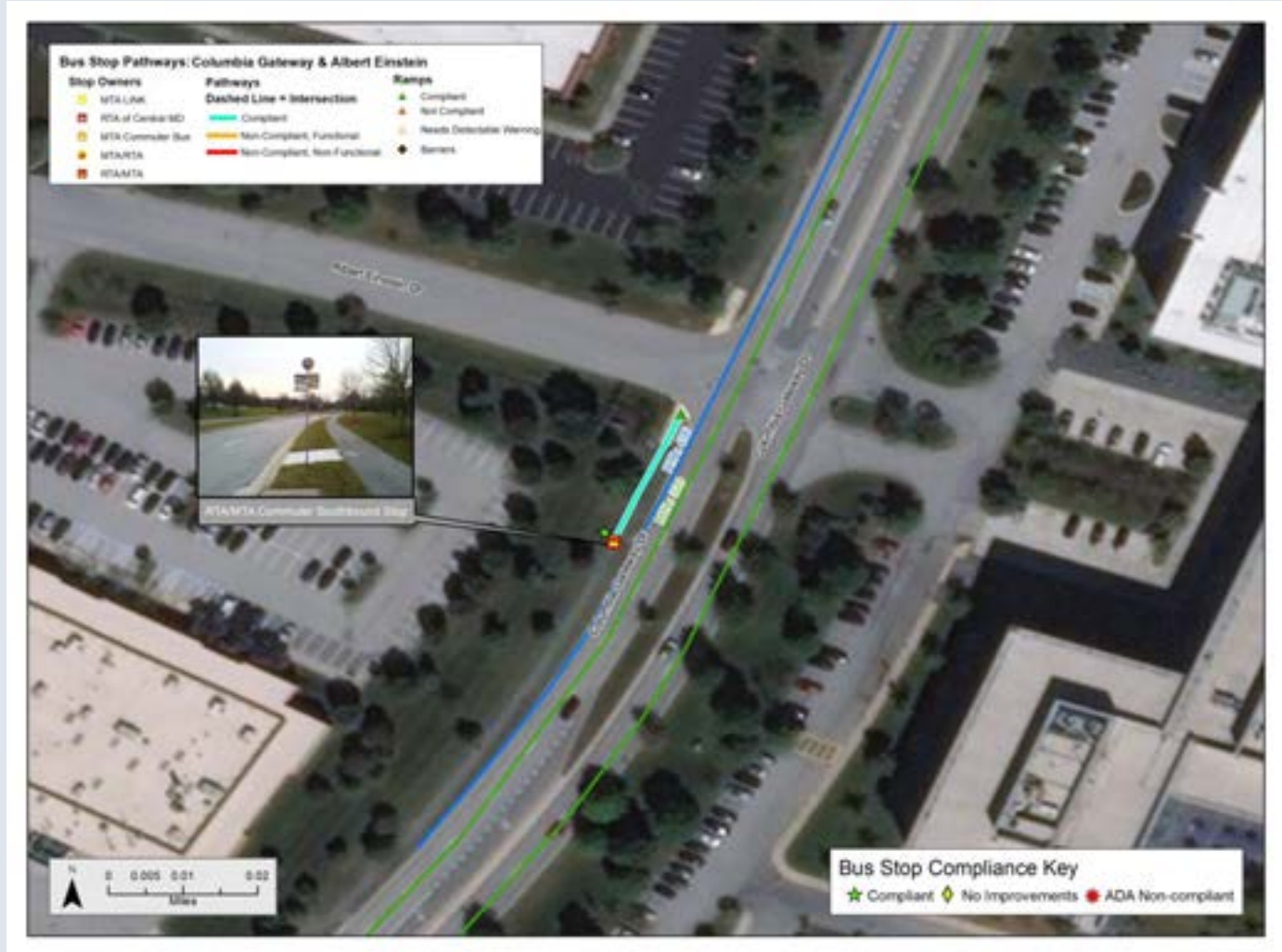
Columbia Gateway & Albert Einstein

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 1



Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$0.00

Gateway & Albert Einstein		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA/MTA Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$0.00
	Total Cost	\$0.00

BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Albert Einstein** Heading: **200**
 Stop ID: **NA** Placement: **Farside**
 On Street: **COLUMBIA GAT** Speed: **35 mph**
 Cross Street: **ALBERT EINSTEI** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 406, MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible?: **NA** Digital Display?: **No**
 Entrance Accessible?: **NA** Route Schedule?: **No**
 Interior Accessible?: **NA** System Map?: **No**
 Benches?: **0** Route Map?: **No**
 Bench Location: **NA** Trash Can?: **No**
 Bench Damage: **NA** Publication Boxes?: **0**
 Bike Racks?: **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk?: **Yes** Curb Ramp: **Perpendicular**
 Connect Curb?: **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **2**
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Location Profiles

Columbia Gateway & Benjamin Franklin

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	13	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$8,770.00

Gateway & Benjamin Franklin		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: MTA Stop	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
Stop 2: RTA Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$4,570.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$0.00
	Total Cost	\$8,770.00

BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Benjamin Franklin** Heading: **225**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **COLUMBIA GAT** Speed: **35 mph**
 Cross Street: **BENJAMIN FRA** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 406, MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Diagonal**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **0**
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Benjamin Franklin** Heading: **45**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **COLUMBIA GAT** Speed: **35 mph**
 Cross Street: **BENJAMIN FRA** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, <5'x8'** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **Catch basin** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **No** Curb Ramp: **Diagonal**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **Yes** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **0**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Location Profiles

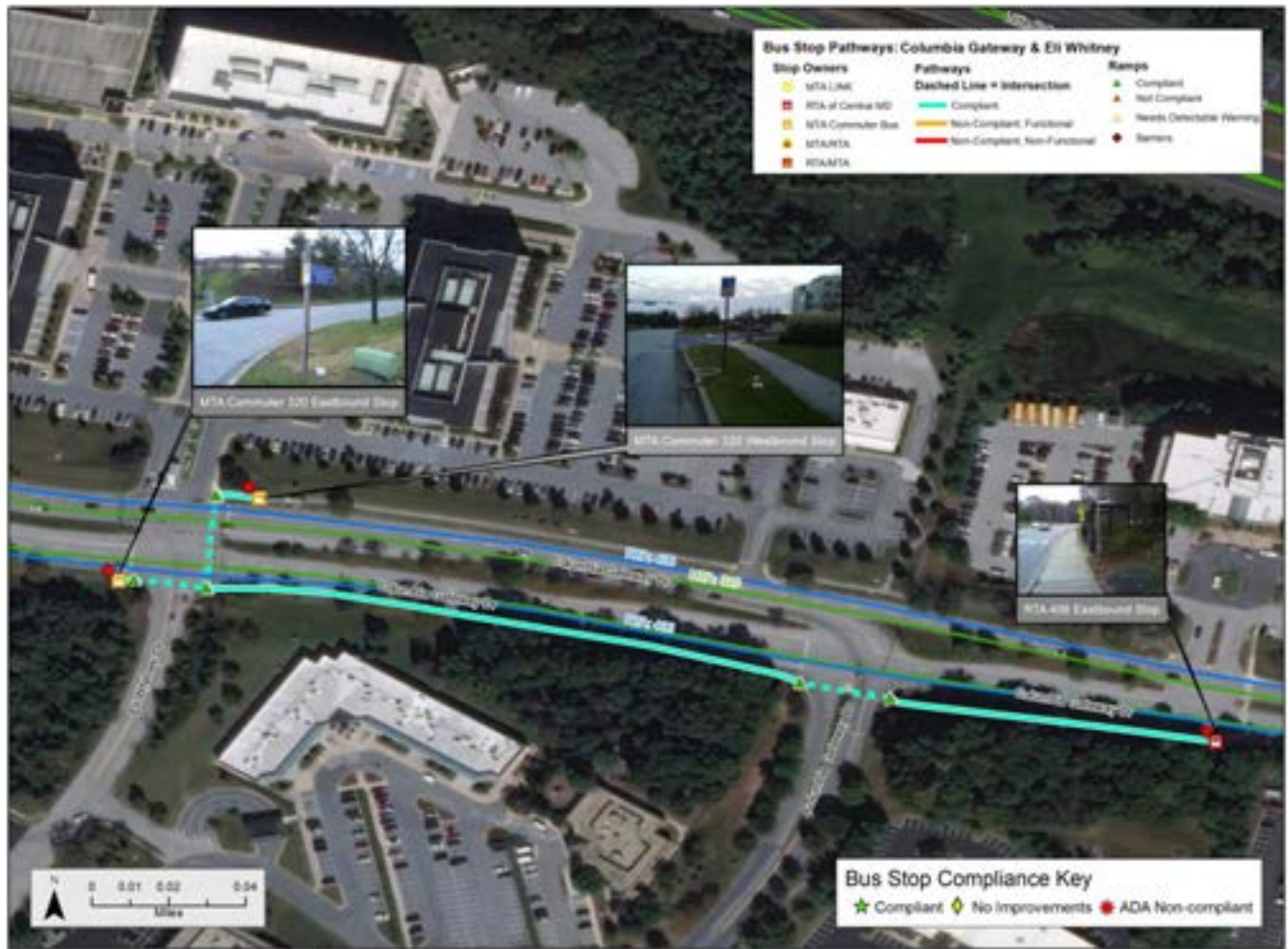
Columbia Gateway & Eli Whitney

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 3



Compliance Overview

Landing Pads Needed:	3	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	13	Average Transfer Time:	NA
Daily LOTS Stops:	30	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$17,995.00

Gateway & Eli Whitney		
Howard County		
Required Improvements		
New sidewalk to be installed	29	\$725.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: MTA WB Stop	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
Stop 2: RTA Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
Stop 3: MTA EB Stop	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$5,295.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,500.00
	Stop 3 Cost:	\$4,000.00
	Total Cost	\$17,995.00

BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Eli Whitney** Heading: **100**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **COLUMBIA GAT** Speed: **35 mph**
 Cross Street: **ELI WHITNEY D** Travel Lanes: **6+**
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **1**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Eli Whitney** Heading: **90**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **COLUMBIA GAT** Speed: **35 mph**
 Cross Street: **ELI WHITNEY D** Travel Lanes: **6+**
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Traffic sign po** Stop Owner 2: **NA**
 Sign Height: **Less than 80"** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **5**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **0**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,500.00

BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Eli Whitney** Heading: **90**
 Stop ID: **NA** Placement: **Across From**
 On Street: **COLUMBIA GAT** Speed: **35 mph**
 Cross Street: **675 GATEWAY** Travel Lanes: **5**
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

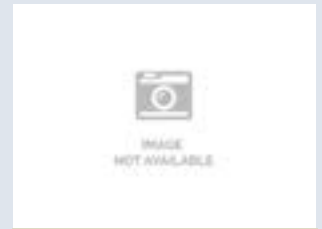
Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 406**



Approaching Stop

Shelters and Other Amenities

Shelters: **1** Info Case: **No**
 Shelter Foundation: **Concrete** Info Case Accessible: **NA**
 Shelter Damage: **None** Info Case Damage: **NA**
 Shelter Accessible? **Yes** Digital Display? **No**
 Entrance Accessible? **Yes** Route Schedule? **No**
 Interior Accessible? **Yes** System Map? **No**
 Benches? **1** Route Map? **No**
 Bench Location: **Shelter** Trash Can? **Yes**
 Bench Damage: **None** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **6**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

Columbia Gateway & John McAdams

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	8	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$8,970.00

Gateway & John McAdams		
Howard County		
Required Improvements		
New sidewalk to be installed	8	\$200.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: MTA NB Stop	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA/MTA SB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
	Location Cost:	\$4,770.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$200.00
	Total Cost	\$8,970.00

BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & John McAdams** Heading: **350**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **COLUMBIA GAT** Speed: **35 mph**
 Cross Street: **JOHN MCADA** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Diagonal**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **0**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & John McAdams** Heading: **170**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **COLUMBIA GAT** Speed: **35 mph**
 Cross Street: **JOHN MCADA** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **Compliant**



Bus Stop Sign

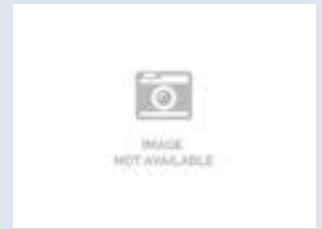
Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **None**
 Connect Curb? **Yes** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **0**
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$200.00

BMC Transfer Study Location Profiles

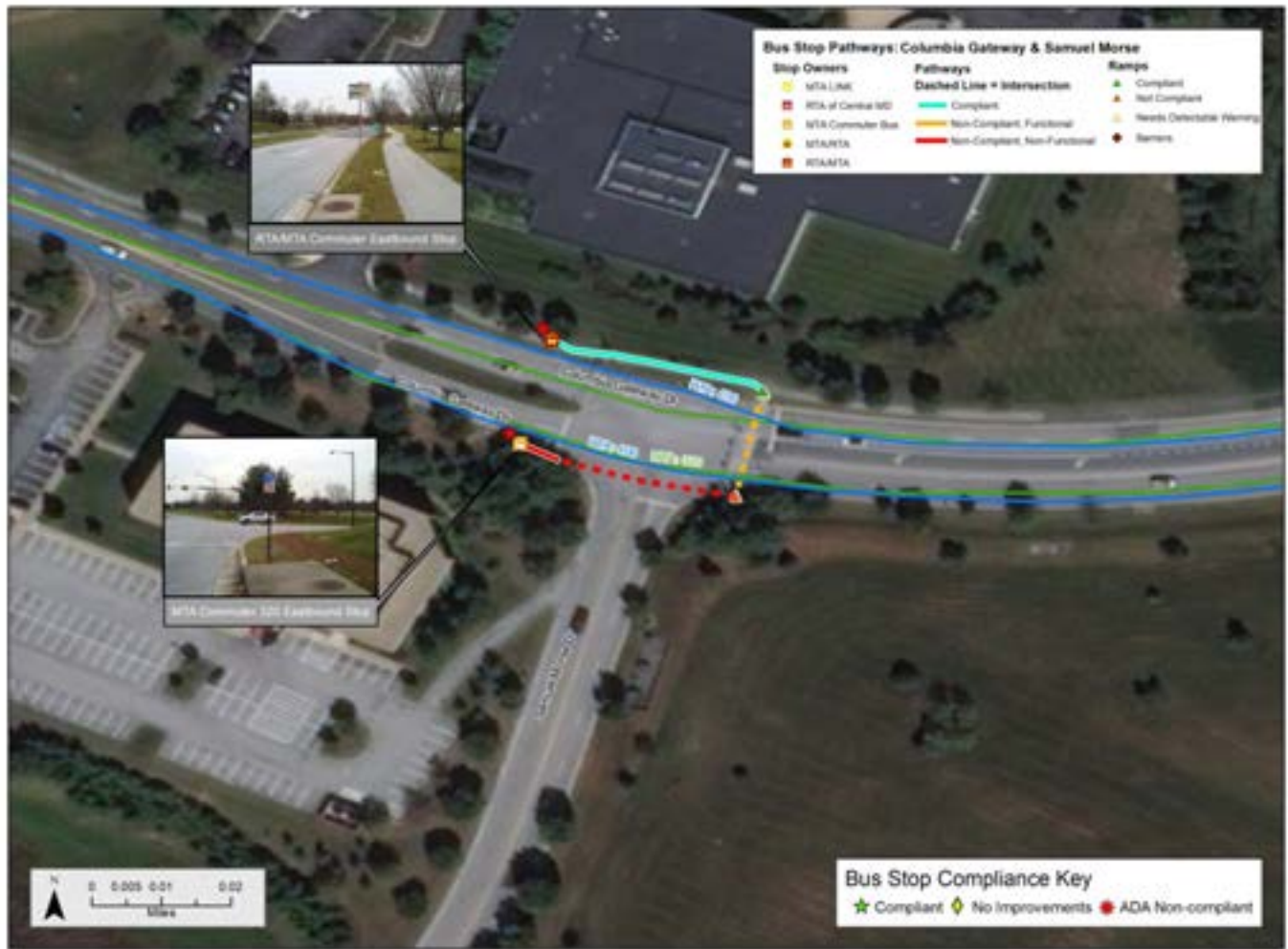
Columbia Gateway & Samuel Morse

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	29	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$11,775.00

Gateway & Samuel Morse		
Howard County		
Required Improvements		
New sidewalk to be installed	8	\$200.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA/MTA WB Stop	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: MTA EB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$3,775.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Total Cost	\$11,775.00

BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Samuel Morse** Heading: **290**
 Stop ID: **NA** Placement: **Farside**
 On Street: **COLUMBIA GAT** Speed: **35 mph**
 Cross Street: **SAMUEL MORS** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 406, MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **6**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **0**
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Gateway & Samuel Morse** Heading: **90**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **COLUMBIA GAT** Speed: **35 mph**
 Cross Street: **SAMUEL MORS** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, obstructed** Sidewalk Width: **NA**
 Material: **Concrete** Obstruction: **NA**
 Surface Problem: **Catch basin** Land Buffer: **NA**
 Obstruction: **None** Surface Problem: **NA**
 Connect Sidewalk? **No** Curb Ramp: **None**
 Connect Curb? **Yes** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **2**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

Columbia Mall

LOTS: RTA of Central MD
 MTA Bus Service: Commuter & LINK
 Location Type: Transit Center-Shopping Center
 Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	154	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	Yes	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	10	Average Transfer Time:	0:35
Daily LOTS Stops:	187	<15 Minute Transfers:	43

Total Estimated Improvement Costs:
\$20,195.00

Columbia Mall		
Howard County		
Required Improvements		
New sidewalk to be installed	154	\$3,850.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: MTA Ring Rd. Stop	Primary Owner:	MTA Commuter Bus
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
Stop 2: MTA/RTA Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$11,995.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,000.00
	Total Cost	\$20,195.00

BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Mall** Heading: **90**
 Stop ID: **11779** Placement: **At Location**
 On Street: **MALL LOOP RD** Speed: **10 mph**
 Cross Street: **@ HARKINS BU** Travel Lanes: **2**
 Survey Date: **11/30/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Light pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 406, MTA LINK 150, MTA 203, 305, 310, 315, 320, 325**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible?: **NA** Digital Display?: **No**
 Entrance Accessible?: **NA** Route Schedule?: **No**
 Interior Accessible?: **NA** System Map?: **No**
 Benches?: **2** Route Map?: **No**
 Bench Location: **Freestanding** Trash Can?: **Yes**
 Bench Damage: **Other** Publication Boxes?: **0**
 Bike Racks?: **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **Major cracks**
 Connect Sidewalk?: **Yes** Curb Ramp: **Perpendicular**
 Connect Curb?: **Yes** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **NA**
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **118**
 LOTS Riders: **516**

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Stop Inventory

Transfer Location: **Columbia Mall** Heading: **270**
 Stop ID: **11844** Placement: **Across From**
 On Street: **MALL LOOP RD** Speed: **10 mph**
 Cross Street: **HARKINS BLDG** Travel Lanes: **2**
 Survey Date: **11/30/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **Less than 80"** Stop Owner 3: **NA**
 Route Info: **MTA LINK 150, MTA 203, 305, 310, 320, 325**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **NA**
 Material: **NA** Obstruction: **NA**
 Surface Problem: **NA** Land Buffer: **NA**
 Obstruction: **NA** Surface Problem: **NA**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **NA**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **NA**

Ridership and Improvements

MTA Ridership: **121**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

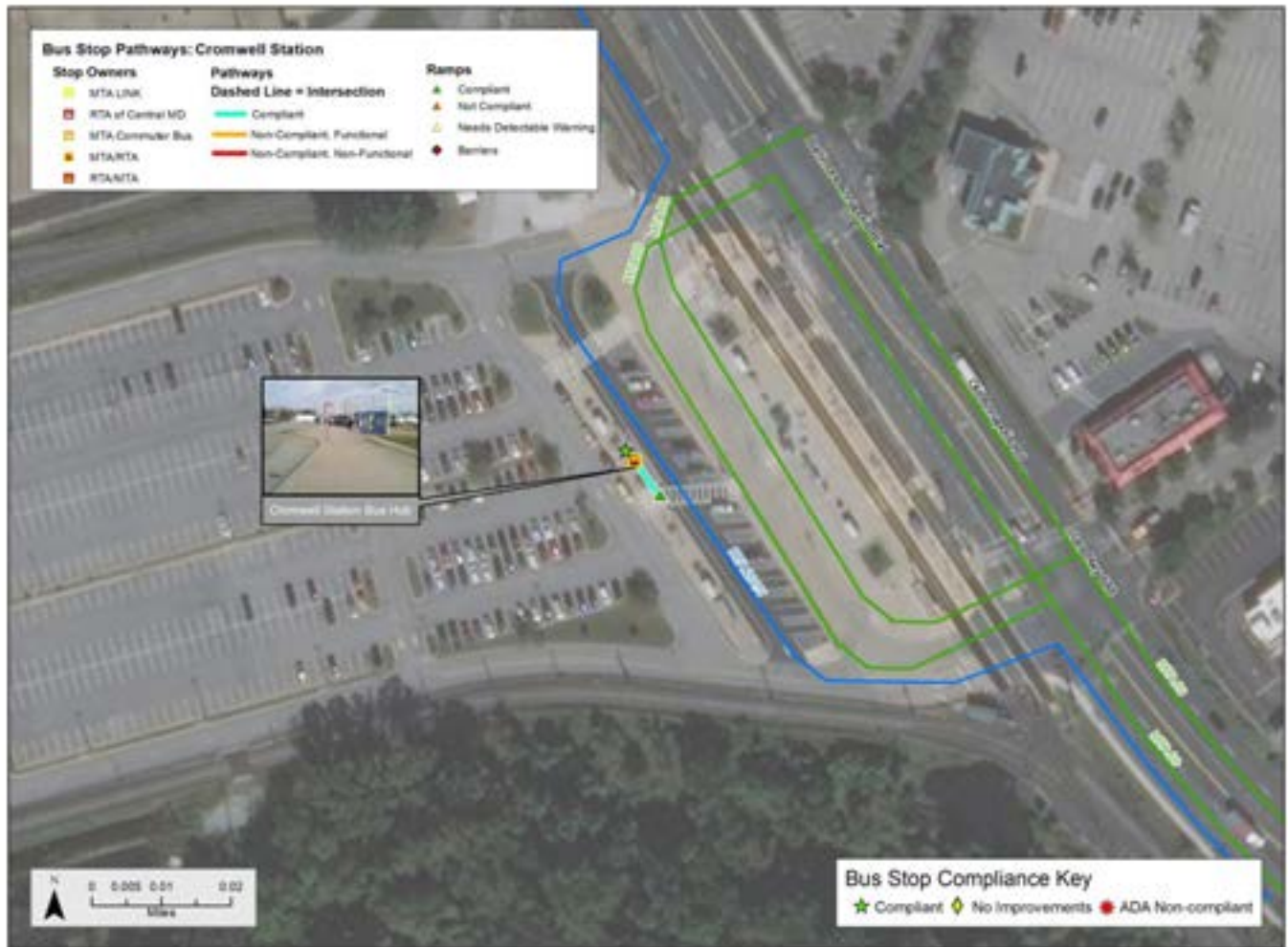
Cromwell Station

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Transit Center-Light Rail

Number of Distinct Stops: 1



Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	Yes	Pedestrian Control:	NA
Compliant Amenities:	Yes	Traffic Control:	NA

Scheduling and Estimated Costs

Daily MTA Stops:	48	Average Transfer Time:	0:34
Daily LOTS Stops:	38	<15 Minute Transfers:	63

Total Estimated Improvement Costs:

\$1,000.00

Cromwell Station		
Anne Arundel County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: Station Bus Bay Stop	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Digital Display	1	\$1,000.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$1,000.00
	Total Cost	\$1,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Cromwell Station** Heading: **135**
 Stop ID: **NA** Placement: **At Location**
 On Street: **CROMWELL STA** Speed: **10 mph**
 Cross Street: **BUS BAY** Travel Lanes: **1**
 Survey Date: **12/13/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **MTA LINK**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **RTA of Central MD**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA LINK 69, 70, RTA J**



Approaching Stop

Shelters and Other Amenities

Shelters: **2** Info Case: **Yes**
 Shelter Foundation: **Concrete** Info Case Accessible: **Accessible**
 Shelter Damage: **None** Info Case Damage: **None**
 Shelter Accessible? **Yes** Digital Display? **No**
 Entrance Accessible? **Yes** Route Schedule? **No**
 Interior Accessible? **Yes** System Map? **Yes**
 Benches? **2** Route Map? **No**
 Bench Location: **Shelter** Trash Can? **Yes**
 Bench Damage: **None** Publication Boxes? **0**
 Bike Racks? **Yes**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **12**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: Yes	Crosswalk OSNS: Yes	Traffic Control OS: None
CR Connect OSFS: NA	Crosswalk OSFS: NA	Traffic Control CS: None
CR Connect CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: No
CR Connect CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Ridership and Improvements

MTA Ridership: **369**
 LOTS Riders: **43**

Estimated Stop Improvement Cost:
\$1,000.00

BMC Transfer Study Location Profiles

Dorsey & Candlewood

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Basic Bus Stop

Number of Distinct Stops: 3



Compliance Overview

Landing Pads Needed:	3	Curb Ramps to Install:	6
Sidewalk (ft) to be installed/repaired:	504	Detectable Warnings Needed:	6
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	No	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	26	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$48,040.00

Dorsey & Candlewood

Anne Arundel County

Required Improvements		
New sidewalk to be installed	504	\$12,600.00
New curb ramps	6	\$21,000.00
Detectable warning	6	\$450.00
Enhanced Improvements		
Pedestrian Control	2	\$1,390.00
Crosswalk	2	\$600.00
Stop 1: RTA WB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA EB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 3: MTA Stop	Primary Owner: MTA LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$36,040.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$4,000.00
	Total Cost	\$48,040.00

BMC Transfer Study Stop Inventory

Transfer Location: Dorsey & Candlewood Heading: 90
 Stop ID: NA Placement: Nearside
 On Street: DORSEY RD Speed: 45 mph
 Cross Street: CANDLEWOOD Travel Lanes: 4
 Survey Date: 12/18/2018 Compliance Level: No Improve



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: NA



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: None Sidewalk Width: NA
 Material: NA Obstruction: NA
 Surface Problem: NA Land Buffer: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: None
 Connect Curb? NA Detectable Warning: NA



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: Traffic light
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Traffic light
 CR Connect CSAS: No Crosswalk CSAS: No Ped Control OS: No
 CR Connect CSOP: No Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership:
 LOTS Riders: 1

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: Dorsey & Candlewood Heading: 340
 Stop ID: 3321 Placement: Farside
 On Street: CANDLEWOOD Speed: 35 mph
 Cross Street: DORSEY RD Travel Lanes: 4
 Survey Date: 12/18/2018 Compliance Level: No Improvement



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: MTA LINK
 Sign Installation: Light pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: MTA LINK 75



Approaching Stop

Shelters and Other Amenities

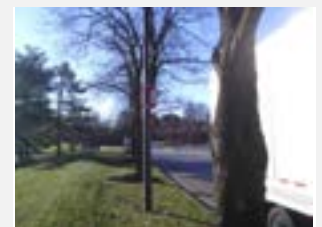
Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: None Sidewalk Width: NA
 Material: NA Obstruction: NA
 Surface Problem: NA Land Buffer: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: None
 Connect Curb? NA Detectable Warning: NA



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: Traffic light
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Traffic light
 CR Connect CSAS: No Crosswalk CSAS: No Ped Control OS: No
 CR Connect CSOP: No Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership: 2
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: Dorsey & Candlewood Heading: 270
 Stop ID: NA Placement: Farside
 On Street: DORSEY RD Speed: 45 mph
 Cross Street: CANDLEWOOD Travel Lanes: 4
 Survey Date: 12/18/2018 Compliance Level: No Improvement



Bus Stop Sign

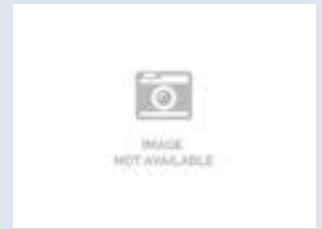
Number of Signs: 1 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: NA



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: None Sidewalk Width: NA
 Material: NA Obstruction: NA
 Surface Problem: NA Land Buffer: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: None
 Connect Curb? NA Detectable Warning: NA



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: Traffic light
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Traffic light
 CR Connect CSAS: No Crosswalk CSAS: No Ped Control OS: No
 CR Connect CSOP: No Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership:
 LOTS Riders: 1

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

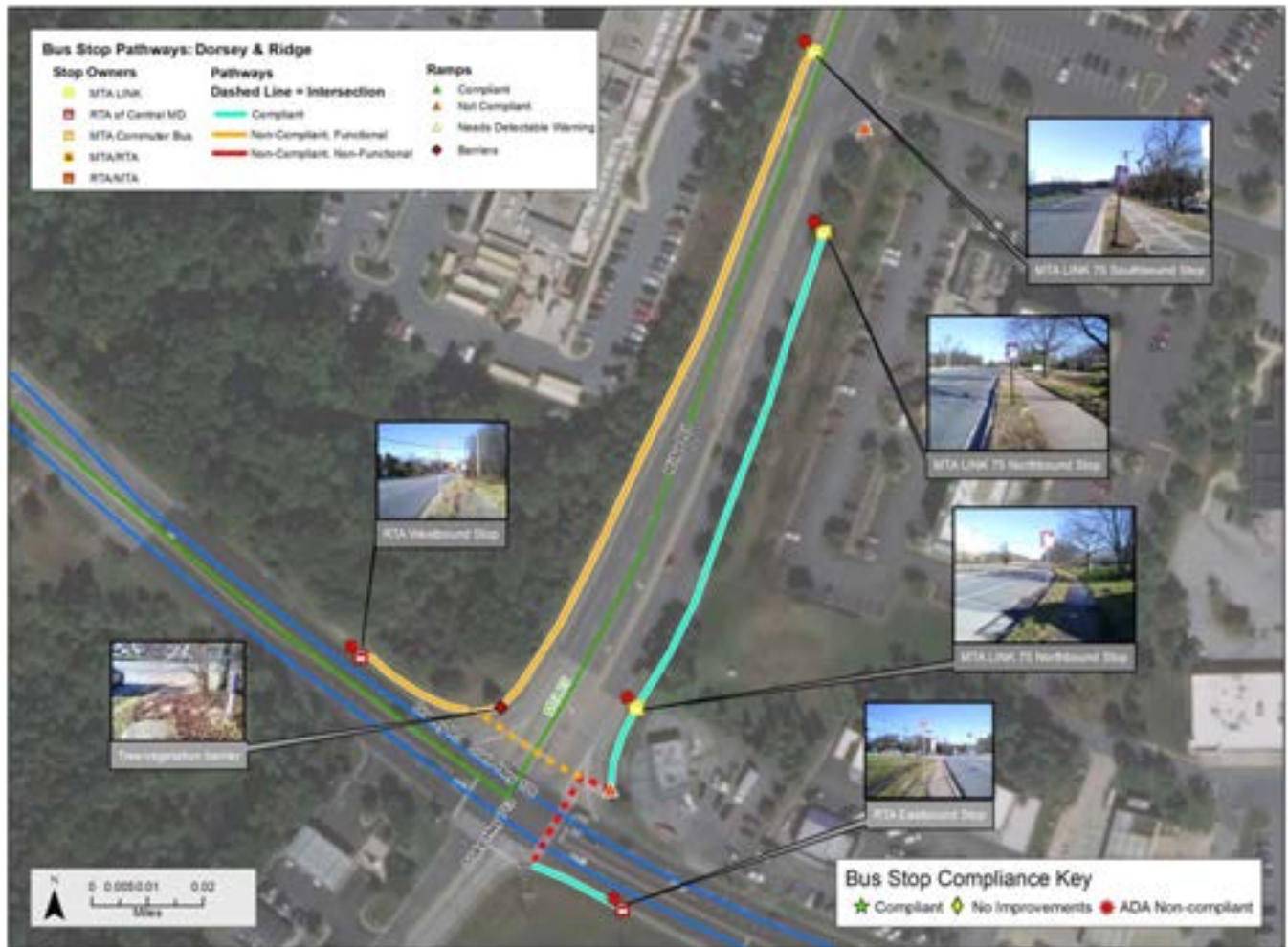
Dorsey & Ridge

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Basic Bus Stop

Number of Distinct Stops: 5



Compliance Overview

Landing Pads Needed:	5	Curb Ramps to Install:	6
Sidewalk (ft) to be installed/repaired:	834	Detectable Warnings Needed:	6
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$60,690.00

Dorsey & Ridge		
Anne Arundel County		
Required Improvements		
New sidewalk to be installed	834	\$20,850.00
New curb ramps	6	\$21,000.00
Detectable warning	6	\$450.00
Enhanced Improvements		
Pedestrian Control	2	\$1,390.00
Crosswalk	2	\$600.00
Stop 1: MTA EB Stop	Primary Owner: MTA LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
Stop 2: MTA WB Stop	Primary Owner: MTA LINK	
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
Stop 3: RTA WB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 4: RTA EB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 5: MTA Stop	Primary Owner: MTA LINK	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$44,290.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$200.00
	Stop 3 Cost:	\$4,000.00
	Stop 4 Cost:	\$4,000.00
	Stop 5 Cost:	\$4,000.00
	Total Cost	\$60,690.00

BMC Transfer Study Stop Inventory

Transfer Location: Dorsey & Ridge Heading: 90
 Stop ID: NA Placement: Farside
 On Street: DORSEY RD Speed: 45 mph
 Cross Street: RIDGE RD Travel Lanes: 4
 Survey Date: 12/18/2018 Compliance Level: ADA Non-Com



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: NA



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: No, sidewalk Sidewalk Width: 4
 Material: Concrete Obstruction: None
 Surface Problem: None Land Buffer: No
 Obstruction: None Surface Problem: None
 Connect Sidewalk? Yes Curb Ramp: None
 Connect Curb? Yes Detectable Warning: No



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: Traffic light
 CR Connect OSFS: No Crosswalk OSFS: Yes Traffic Control CS: Traffic light
 CR Connect CSAS: No Crosswalk CSAS: No Ped Control OS: No
 CR Connect CSOP: No Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership:
 LOTS Riders: 2

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Dorsey & Ridge** Heading: **45**
 Stop ID: **13985** Placement: **Farside**
 On Street: **RIDGE RD** Speed: **35 mph**
 Cross Street: **DORSEY RD** Travel Lanes: **4**
 Survey Date: **12/18/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

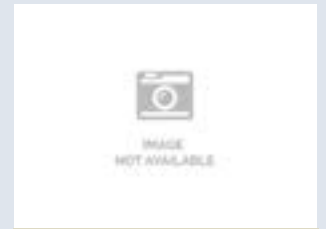
Number of Signs: **1** Stop Owner 1: **MTA LINK**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA LINK 75**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **6**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **Vegetation**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **Yes** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **0**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Dorsey & Ridge** Heading: **210**
 Stop ID: **3324** Placement: **Nearside**
 On Street: **RIDGE RD** Speed: **35 mph**
 Cross Street: **MELLON RD** Travel Lanes: **4**
 Survey Date: **12/18/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA LINK**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **Less than 80"** Stop Owner 3: **NA**
 Route Info: **MTA LINK 75**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible?: **NA** Digital Display?: **No**
 Entrance Accessible?: **NA** Route Schedule?: **No**
 Interior Accessible?: **NA** System Map?: **No**
 Benches?: **0** Route Map?: **No**
 Bench Location: **NA** Trash Can?: **No**
 Bench Damage: **NA** Publication Boxes?: **0**
 Bike Racks?: **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **8**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk?: **Yes** Curb Ramp: **None**
 Connect Curb?: **Yes** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **21**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$200.00

BMC Transfer Study Stop Inventory

Transfer Location: **Dorsey & Ridge** Heading: **45**
 Stop ID: **3329** Placement: **Nearside**
 On Street: **RIDGE RD** Speed: **35 mph**
 Cross Street: **MELLON RD** Travel Lanes: **4**
 Survey Date: **12/18/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA LINK**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **Less than 80"** Stop Owner 3: **NA**
 Route Info: **MTA LINK 75**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **5**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **76**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Stop Inventory

Transfer Location: Dorsey & Ridge Heading: 300
 Stop ID: NA Placement: Farside
 On Street: DORSEY RD Speed: 45 mph
 Cross Street: RIDGE RD Travel Lanes: 4
 Survey Date: 12/18/2018 Compliance Level: ADA Non-Com



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: NA



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: None Sidewalk Width: 8
 Material: NA Obstruction: Landscaping
 Surface Problem: NA Land Buffer: Yes
 Obstruction: NA Surface Problem: Vegetation
 Connect Sidewalk? NA Curb Ramp: None
 Connect Curb? NA Detectable Warning: No



Departing Stop

Safety

CR Connect OSNS: Yes	Crosswalk OSNS: Yes	Traffic Control OS: Traffic light
CR Connect OSFS: No	Crosswalk OSFS: No	Traffic Control CS: Traffic light
CR Connect CSAS: No	Crosswalk CSAS: No	Ped Control OS: Yes
CR Connect CSOP: No	Crosswalk CSOP: No	Ped Control CS: No

Ridership and Improvements

MTA Ridership:
 LOTS Riders: 1

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

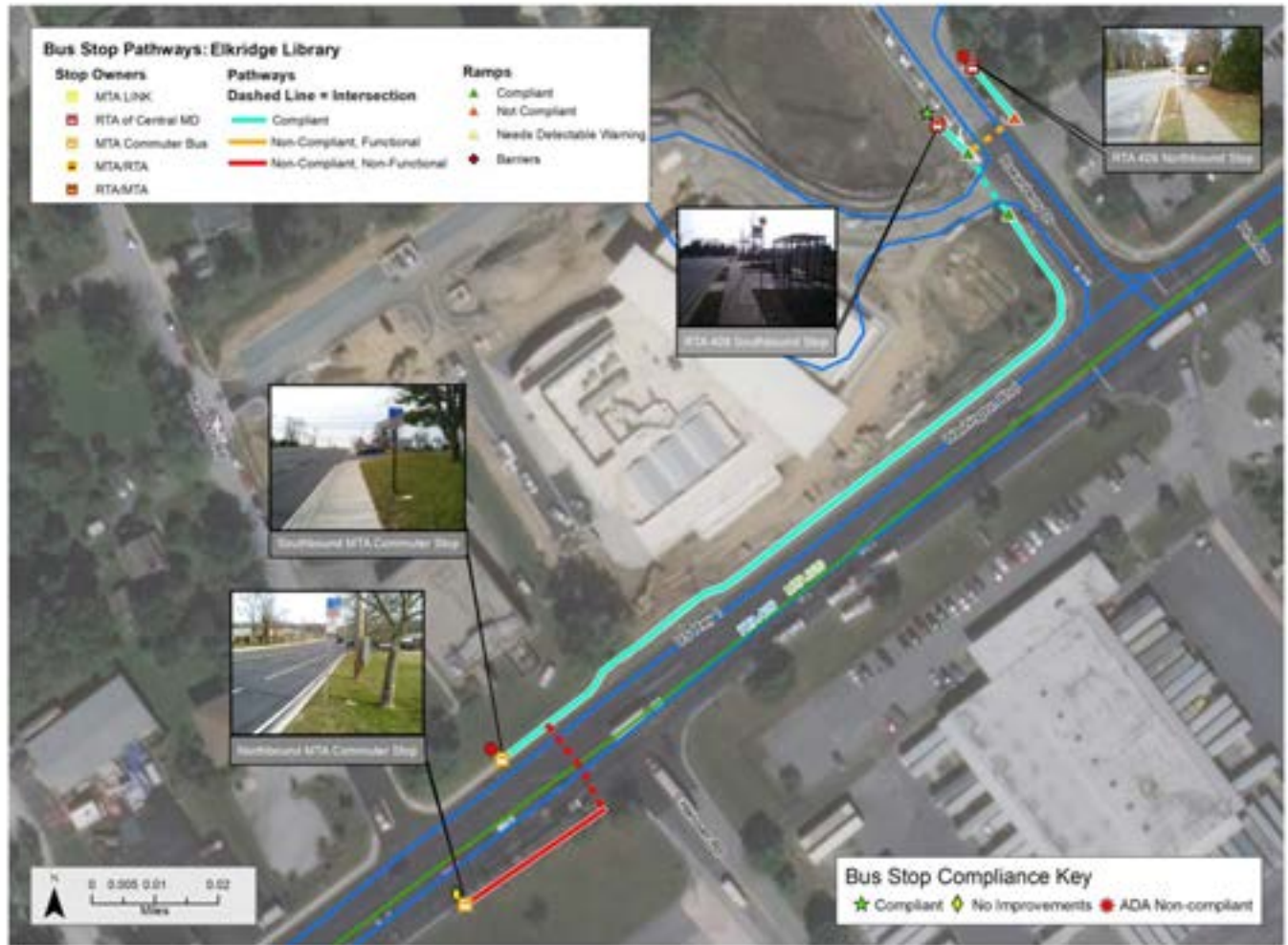
Elkridge Library

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Government Building

Number of Distinct Stops: 3



Compliance Overview

Landing Pads Needed:	3	Curb Ramps to Install:	3
Sidewalk (ft) to be installed/repaired:	137	Detectable Warnings Needed:	3
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$33,245.00

Elkridge Library		
Howard County		
Required Improvements		
New sidewalk to be installed	137	\$3,425.00
New curb ramps	3	\$10,500.00
Detectable warning	3	\$225.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: RTA Library SB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
Stop 2: RTA Library NB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 3: MTA SB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
Stop 4: MTA NB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$15,145.00
	Stop 1 Cost:	\$5,700.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$4,200.00
	Stop 4 Cost:	\$4,200.00
	Total Cost	\$33,245.00

BMC Transfer Study Stop Inventory

Transfer Location: **Elkridge Library** Heading: **45**
 Stop ID: **NA** Placement: **Across From**
 On Street: **WASHINGTON B** Speed: **40 mph**
 Cross Street: **HUNT CLUB RD** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **No Improve**



Bus Stop Sign

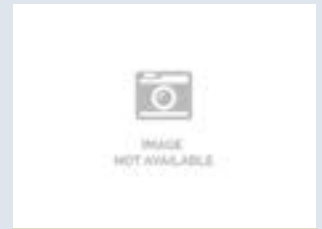
Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Traffic sign po** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **NA**
 Material: **NA** Obstruction: **NA**
 Surface Problem: **NA** Land Buffer: **NA**
 Obstruction: **NA** Surface Problem: **NA**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **1**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$200.00

BMC Transfer Study Stop Inventory

Transfer Location: **Elkridge Library** Heading: **135**
 Stop ID: **NA** Placement: **At Location**
 On Street: **ROWANBERRY** Speed: **25 mph**
 Cross Street: **ELKRIDGE LIBR** Travel Lanes: **2**
 Survey Date: **12/12/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 409**



Approaching Stop

Shelters and Other Amenities

Shelters: **1** Info Case: **No**
 Shelter Foundation: **Concrete** Info Case Accessible: **NA**
 Shelter Damage: **None** Info Case Damage: **NA**
 Shelter Accessible? **Yes** Digital Display? **No**
 Entrance Accessible? **Yes** Route Schedule? **No**
 Interior Accessible? **Yes** System Map? **No**
 Benches? **1** Route Map? **No**
 Bench Location: **Shelter** Trash Can? **Yes**
 Bench Damage: **None** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$5,700.00

BMC Transfer Study Stop Inventory

Transfer Location: **Elkridge Library** Heading: **315**
 Stop ID: **NA** Placement: **Across From**
 On Street: **ROWANBERRY** Speed: **25 mph**
 Cross Street: **ELKRIDGE LIBR** Travel Lanes: **2**
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 409**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Diagonal**
 Connect Curb? **NA** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Elkridge Library** Heading: **225**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **WASHINGTON B** Speed: **40 mph**
 Cross Street: **HUNT CLUB RD** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **None**
 Connect Curb? **Yes** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **3**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Location Profiles

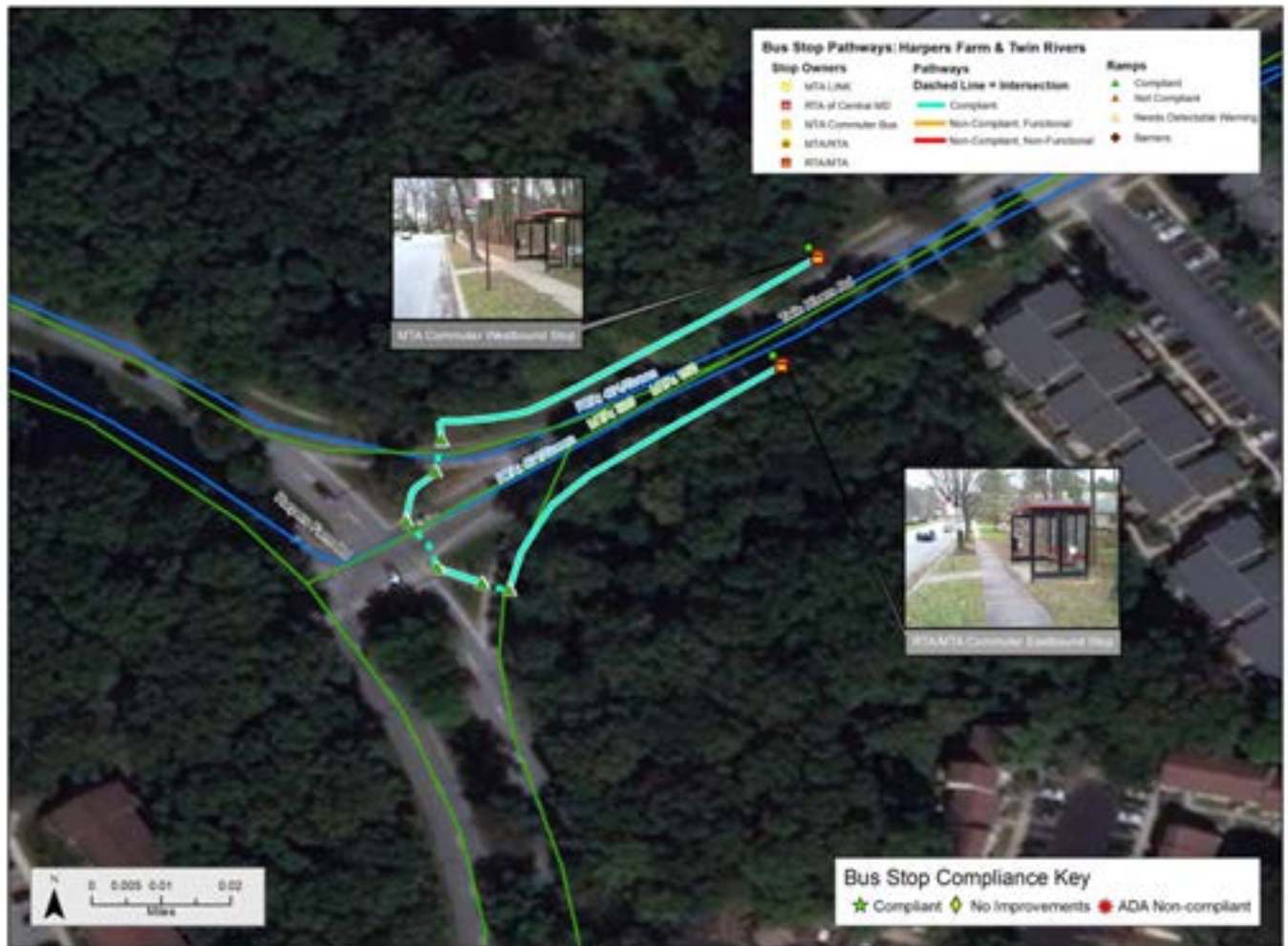
Harpers Farm & Twin Rivers

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	26	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$1,000.00

Harpers Farm & Twin Rivers		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA/MTA EB	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
Stop 2: RTA/MTA WB	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$500.00
	Stop 2 Cost:	\$500.00
	Total Cost	\$1,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Harpers Farm & Twin Rivers** Heading: **230**
 Stop ID: **11847** Placement: **Nearside**
 On Street: **TWIN RIVERS R** Speed: **25 mph**
 Cross Street: **HARPERS FAR** Travel Lanes: **2**
 Survey Date: **12/4/2018** Compliance Level: **Compliant**



Bus Stop Sign

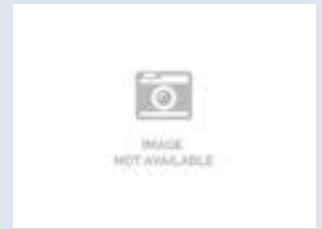
Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA LINK 150, MTA 325, RTA 401**



Approaching Stop

Shelters and Other Amenities

Shelters: **1** Info Case: **No**
 Shelter Foundation: **Concrete** Info Case Accessible: **NA**
 Shelter Damage: **None** Info Case Damage: **NA**
 Shelter Accessible? **Yes** Digital Display? **No**
 Entrance Accessible? **Yes** Route Schedule? **No**
 Interior Accessible? **Yes** System Map? **No**
 Benches? **1** Route Map? **No**
 Bench Location: **Shelter** Trash Can? **Yes**
 Bench Damage: **None** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **NA** Crosswalk OSFS: **NA** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **1**
 LOTS Riders: **3**

Estimated Stop Improvement Cost:
\$500.00

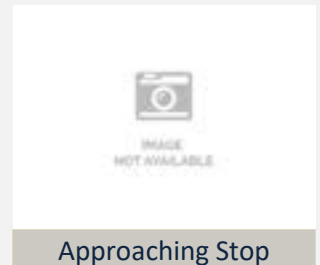
BMC Transfer Study Stop Inventory

Transfer Location: **Harpers Farm & Twin Rivers** Heading: **45**
 Stop ID: **11805** Placement: **Farside**
 On Street: **TWIN RIVERS R** Speed: **25 mph**
 Cross Street: **HARPERS FAR** Travel Lanes: **2**
 Survey Date: **12/4/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA LINK**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA LINK 150, MTA 325, RTA 401**



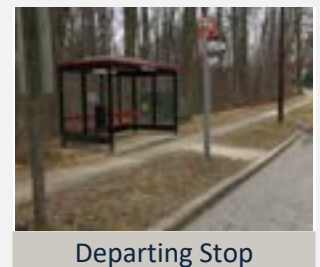
Shelters and Other Amenities

Shelters: **1** Info Case: **No**
 Shelter Foundation: **Concrete** Info Case Accessible: **NA**
 Shelter Damage: **None** Info Case Damage: **NA**
 Shelter Accessible? **Yes** Digital Display? **No**
 Entrance Accessible? **Yes** Route Schedule? **No**
 Interior Accessible? **Yes** System Map? **No**
 Benches? **1** Route Map? **No**
 Bench Location: **Shelter** Trash Can? **Yes**
 Bench Damage: **None** Publication Boxes? **0**
 Bike Racks? **No**



Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **NA** Crosswalk OSFS: **NA** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **4**
 LOTS Riders: **3**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

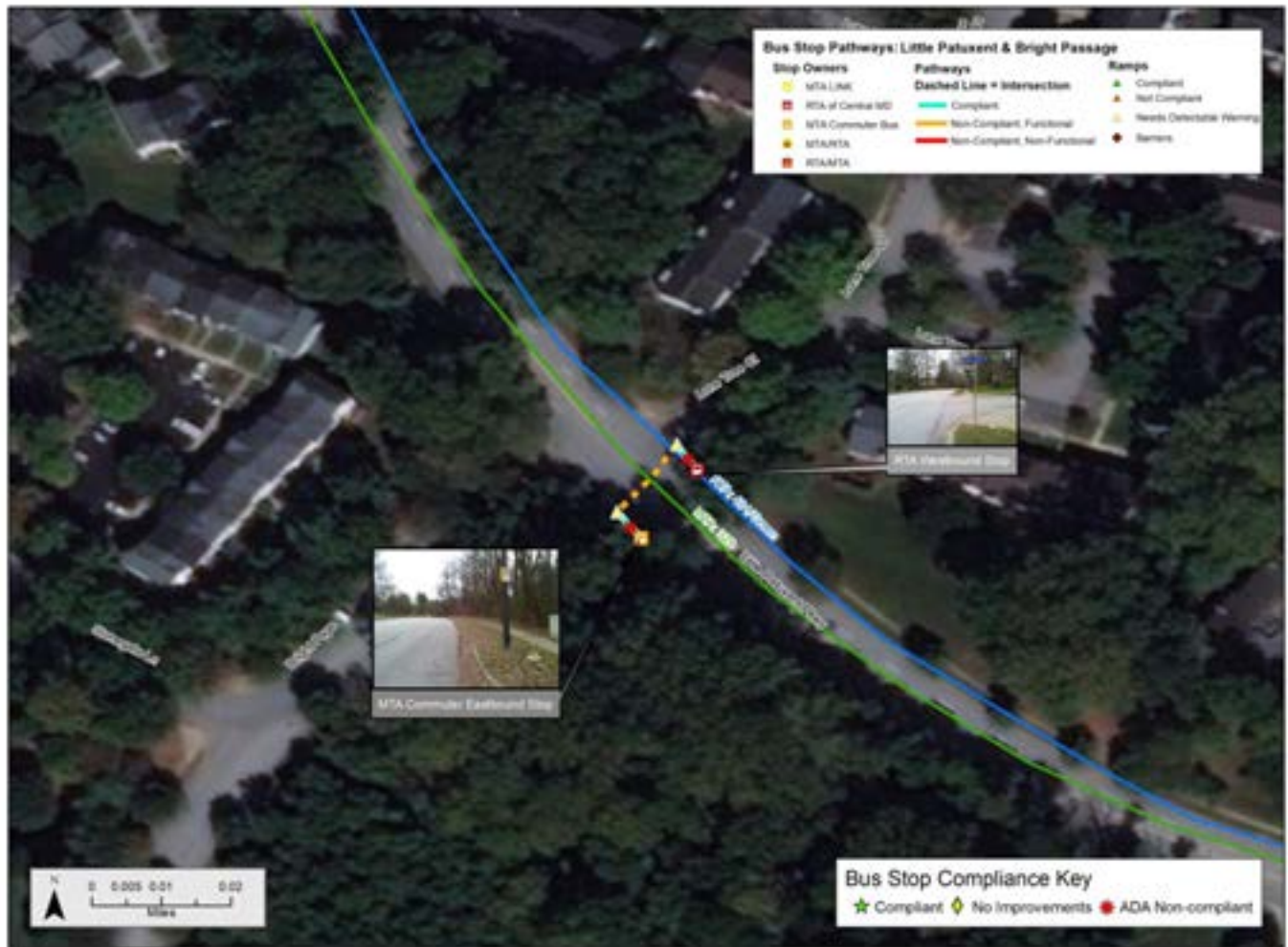
Little Patuxent & Bright Passage

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$9,145.00

Little Patuxent & Bright Passage

Howard County

Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	2	\$150.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: MTA Stop	Primary Owner: MTA Commuter	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$1,145.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Total Cost	\$9,145.00

BMC Transfer Study Stop Inventory

Transfer Location: **Little Patuxent & Bright Passage** Heading: **130**
 Stop ID: **NA** Placement: **Farside**
 On Street: **LITTLE PATUXE** Speed: **35 mph**
 Cross Street: **BRIGHT PASSA** Travel Lanes: **4**
 Survey Date: **12/4/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Light pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 325**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible?: **NA** Digital Display?: **No**
 Entrance Accessible?: **NA** Route Schedule?: **No**
 Interior Accessible?: **NA** System Map?: **No**
 Benches?: **0** Route Map?: **No**
 Bench Location: **NA** Trash Can?: **No**
 Bench Damage: **NA** Publication Boxes?: **0**
 Bike Racks?: **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk?: **NA** Curb Ramp: **Diagonal**
 Connect Curb?: **NA** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **7**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & Bright Passage
 Stop ID: NA
 On Street: LITTLE PATUXE
 Cross Street: LONE TREE CT
 Survey Date: 12/4/2018

Heading: 320
 Placement: Nearside
 Speed: 35 mph
 Travel Lanes: 4
 Compliance Level: ADA Non-Com



Bus Stop Sign

Number of Signs: 1
 Sign Installation: Traffic sign po
 Sign Height: 80" or greater
 Route Info: NA

Stop Owner 1: RTA of Central MD
 Stop Owner 2: NA
 Stop Owner 3: NA



Approaching Stop

Shelters and Other Amenities

Shelters: 0
 Shelter Foundation: NA
 Shelter Damage: NA
 Shelter Accessible? NA
 Entrance Accessible? NA
 Interior Accessible? NA
 Benches? 0
 Bench Location: NA
 Bench Damage: NA
 Bike Racks? No

Info Case: No
 Info Case Accessible: NA
 Info Case Damage: NA
 Digital Display? No
 Route Schedule? No
 System Map? No
 Route Map? No
 Trash Can? No
 Publication Boxes? 0



Across from Stop

Accessibility

Landing Pad: Yes, obstructed
 Material: Concrete
 Surface Problem: Catch basin
 Obstruction: None
 Connect Sidewalk? No
 Connect Curb? Yes

Sidewalk Width: 4
 Obstruction: None
 Land Buffer: Yes
 Surface Problem: None
 Curb Ramp: Diagonal
 Detectable Warning: No



Departing Stop

Safety

CR Connect OSNS: Yes
 CR Connect OSFS: Yes
 CR Connect CSAS: Yes
 CR Connect CSOP: Yes

Crosswalk OSNS: No
 Crosswalk OSFS: No
 Crosswalk CSAS: No
 Crosswalk CSOP: No

Traffic Control OS: None
 Traffic Control CS: Stop sign
 Ped Control OS: No
 Ped Control CS: No

Ridership and Improvements

MTA Ridership:
 LOTS Riders: 2

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

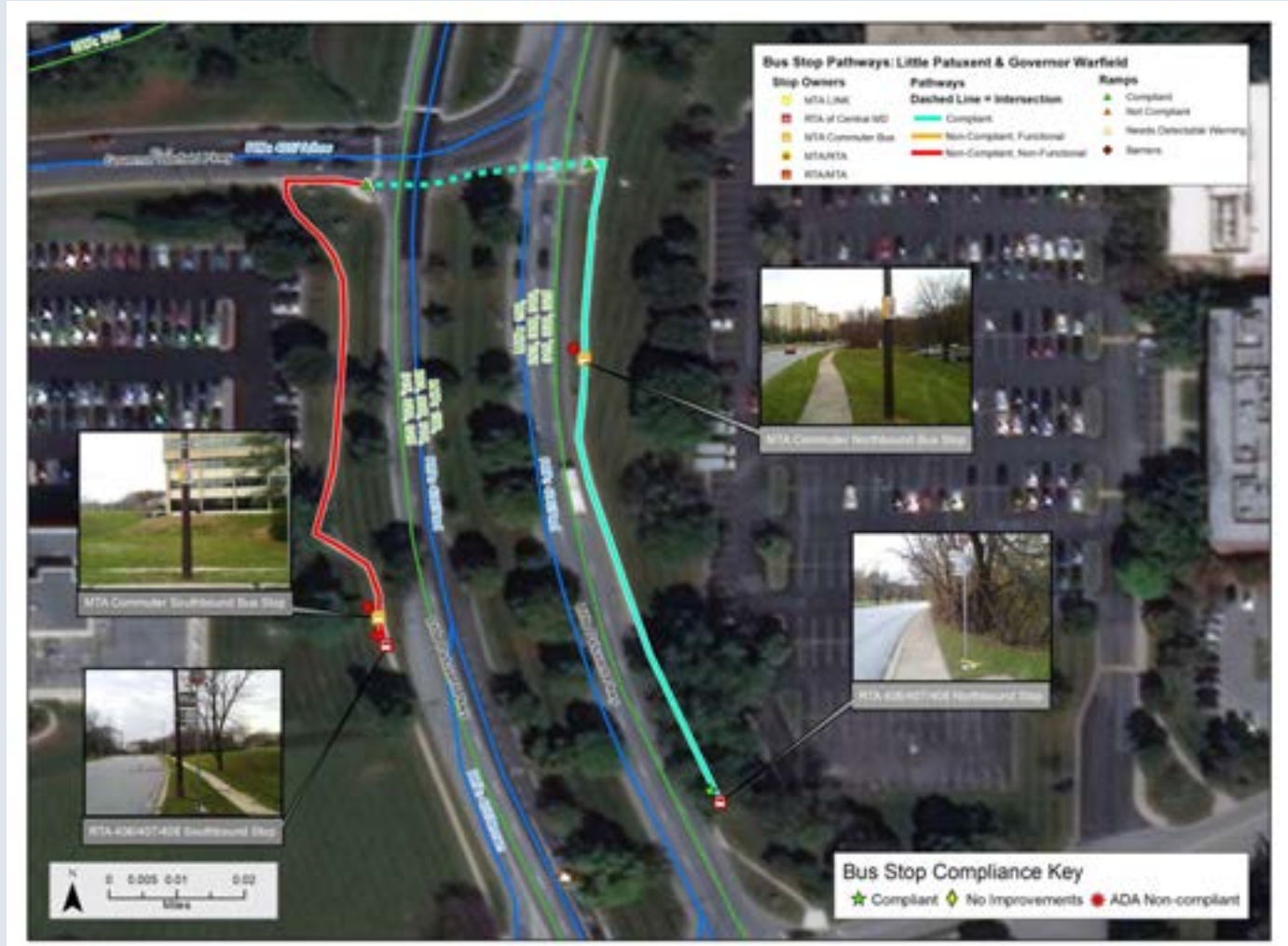
Little Patuxent & Governor Warfield

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 4



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	429	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$22,725.00

Little Patuxent & Gov. Warfield

Howard County

Required Improvements		
New sidewalk to be installed	429	\$10,725.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: MTA NB Stop	Primary Owner: MTA Commuter	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA NB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
Stop 3: MTA SB Stop	Primary Owner: MTA Commuter	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 4: RTA NB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$10,725.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$0.00
	Stop 3 Cost:	\$4,000.00
	Stop 4 Cost:	\$4,000.00
	Total Cost	\$22,725.00

BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & Governor Warfield Heading: 190
 Stop ID: NA Placement: Farside
 On Street: LITTLE PATUXE Speed: 35 mph
 Cross Street: GOVERNOR W Travel Lanes: 5
 Survey Date: 11/30/2018 Compliance Level: ADA Non-Com



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: RTA 406, 407, 408



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: None Sidewalk Width: 4
 Material: NA Obstruction: None
 Surface Problem: NA Land Buffer: Yes
 Obstruction: NA Surface Problem: Major cracks
 Connect Sidewalk? NA Curb Ramp: Perpendicular
 Connect Curb? NA Detectable Warning: Yes



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: Traffic light
 CR Connect OSFS: Yes Crosswalk OSFS: Yes Traffic Control CS: Traffic light
 CR Connect CSAS: No Crosswalk CSAS: No Ped Control OS: Yes
 CR Connect CSOP: NA Crosswalk CSOP: NA Ped Control CS: No

Ridership and Improvements

MTA Ridership:
 LOTS Riders: 5

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & Governor Warfield Heading: 10
 Stop ID: NA Placement: Nearside
 On Street: LITTLE PATUXE Speed: 35 mph
 Cross Street: GOVERNOR W Travel Lanes: 5
 Survey Date: 11/30/2018 Compliance Level: Compliant



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: RTA 406, 407, 408



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk Width: 4
 Material: Concrete Obstruction: None
 Surface Problem: None Land Buffer: No
 Obstruction: None Surface Problem: None
 Connect Sidewalk? Yes Curb Ramp: Perpendicular
 Connect Curb? Yes Detectable Warning: Yes



Departing Stop

Safety

CR Connect OSNS: Yes Crosswalk OSNS: Yes Traffic Control OS: Traffic light
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Traffic light
 CR Connect CSAS: NA Crosswalk CSAS: NA Ped Control OS: No
 CR Connect CSOP: Yes Crosswalk CSOP: No Ped Control CS: NA

Ridership and Improvements

MTA Ridership:
 LOTS Riders: 2

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Little Patuxent & Governor Warfield** Heading: **10**
 Stop ID: **NA** Placement: **Mid-block**
 On Street: **LITTLE PATUXE** Speed: **35 mph**
 Cross Street: **GOVERNOR W** Travel Lanes: **5**
 Survey Date: **11/30/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Light pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 305, 310, 320, 325**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **Yes**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **3**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

Little Patuxent & Green Meadows

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 1



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	NA
Compliant Amenities:	NA	Traffic Control:	NA

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$4,075.00

Little Patuxent & Green Meadows

Howard County

Required Improvements		
New sidewalk to be installed	0	\$0.00
New Curb Ramps	0	\$0.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA/MTA Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$75.00
	Stop 1 Cost:	\$4,000.00
	Total Cost	\$4,075.00

BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & Green Meadows Heading: 100
 Stop ID: NA Placement: Farside
 On Street: LITTLE PATUXE Speed: 35 mph
 Cross Street: GREEN MEADO Travel Lanes: 4
 Survey Date: 12/4/2018 Compliance Level: ADA Non-Com



Bus Stop Sign

Number of Signs: 2 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: MTA Commuter Bus
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: RTA 401, MTA 325



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: Yes, obstructed Sidewalk Width: 4
 Material: Concrete Obstruction: None
 Surface Problem: Catch basin Land Buffer: Yes
 Obstruction: None Surface Problem: None
 Connect Sidewalk? No Curb Ramp: Perpendicular
 Connect Curb? No Detectable Warning: No



Departing Stop

Safety

CR Connect OSNS: Yes Crosswalk OSNS: No Traffic Control OS: None
 CR Connect OSFS: Yes Crosswalk OSFS: No Traffic Control CS: Stop sign
 CR Connect CSAS: Yes Crosswalk CSAS: No Ped Control OS: No
 CR Connect CSOP: Yes Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership: 4
 LOTS Riders: 18

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

Little Patuxent & Hickory Ridge

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Mixed Use

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	0:22
Daily LOTS Stops:	25	<15 Minute Transfers:	13

Total Estimated Improvement Costs:
\$4,075.00

Little Patuxent & Hickory Ridge		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: MTA NB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA WB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$75.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$0.00
	Total Cost	\$4,075.00

BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & Hickory Ridge Heading: 10
 Stop ID: NA Placement: Farside
 On Street: LITTLE PATUXE Speed: 35 mph
 Cross Street: HICKORY RIDG Travel Lanes: 4
 Survey Date: 12/4/2018 Compliance Level: ADA Non-Com



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: MTA Commuter Bus
 Sign Installation: Light pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: MTA 325



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: Yes, obstructed Sidewalk Width: 4
 Material: Concrete Obstruction: None
 Surface Problem: Catch basin Land Buffer: Yes
 Obstruction: None Surface Problem: None
 Connect Sidewalk? No Curb Ramp: Perpendicular
 Connect Curb? Yes Detectable Warning: No



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: None
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Stop sign
 CR Connect CSAS: Yes Crosswalk CSAS: Yes Ped Control OS: No
 CR Connect CSOP: NA Crosswalk CSOP: NA Ped Control CS: No

Ridership and Improvements

MTA Ridership: 3
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & Hickory Ridge Heading: 270
 Stop ID: NA Placement: Nearside
 On Street: HICKORY RIDGE Speed: 35 mph
 Cross Street: LITTLE PATUXE Travel Lanes: 4
 Survey Date: 12/4/2018 Compliance Level: Compliant



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: RTA 401



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 1 Route Map? No
 Bench Location: Freestanding Trash Can? Yes
 Bench Damage: None Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk Width: 4
 Material: Concrete Obstruction: None
 Surface Problem: None Land Buffer: Yes
 Obstruction: None Surface Problem: None
 Connect Sidewalk? Yes Curb Ramp: Diagonal
 Connect Curb? Yes Detectable Warning: No



Departing Stop

Safety

CR Connect OSNS: Yes Crosswalk OSNS: Yes Traffic Control OS: Stop sign
 CR Connect OSFS: NA Crosswalk OSFS: NA Traffic Control CS: None
 CR Connect CSAS: No Crosswalk CSAS: No Ped Control OS: No
 CR Connect CSOP: No Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership:
 LOTS Riders: 8

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

Little Patuxent & Vantage Point

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 4



Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$4,575.00

Little Patuxent & Vantage Point		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA SB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
New Digital Display	1	\$500.00
Stop 2: MTA SB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
Stop 3: RTA WB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Digital Display	1	\$500.00
Stop 4: MTA WB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$75.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$0.00
	Stop 3 Cost:	\$500.00
	Stop 4 Cost:	\$0.00
	Total Cost	\$4,575.00

BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & Vantage Point Heading: 210
 Stop ID: NA Placement: Nearside
 On Street: LITTLE PATUXE Speed: 35 mph
 Cross Street: VANTAGE POIN Travel Lanes: 6+
 Survey Date: 11/30/2018 Compliance Level: Compliant



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: RTA 406, 407, 408



Approaching Stop

Shelters and Other Amenities

Shelters: 1 Info Case: No
 Shelter Foundation: Concrete Info Case Accessible: NA
 Shelter Damage: None Info Case Damage: NA
 Shelter Accessible? Yes Digital Display? Yes
 Entrance Accessible? Yes Route Schedule? No
 Interior Accessible? Yes System Map? No
 Benches? 1 Route Map? No
 Bench Location: Shelter Trash Can? Yes
 Bench Damage: None Publication Boxes? 1
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk Width: 7
 Material: Concrete Obstruction: None
 Surface Problem: None Land Buffer: Yes
 Obstruction: None Surface Problem: None
 Connect Sidewalk? Yes Curb Ramp: Perpendicular
 Connect Curb? Yes Detectable Warning: Yes



Departing Stop

Safety

CR Connect OSNS: Yes Crosswalk OSNS: Yes Traffic Control OS: Traffic light
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Traffic light
 CR Connect CSAS: Yes Crosswalk CSAS: No Ped Control OS: Yes
 CR Connect CSOP: Yes Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership:
 LOTS Riders: 2

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & Vantage Point Heading: 210
 Stop ID: 11781 Placement: Nearside
 On Street: LITTLE PATUXE Speed: 35 mph
 Cross Street: VANTAGE POIN Travel Lanes: 6+
 Survey Date: 11/30/2018 Compliance Level: Compliant



Bus Stop Sign

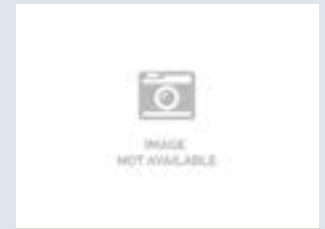
Number of Signs: 1 Stop Owner 1: MTA Commuter Bus
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: MTA LINK 150, MTA 305, 310, 320, 325



Approaching Stop

Shelters and Other Amenities

Shelters: 1 Info Case: No
 Shelter Foundation: Concrete Info Case Accessible: NA
 Shelter Damage: None Info Case Damage: NA
 Shelter Accessible? Yes Digital Display? Yes
 Entrance Accessible? Yes Route Schedule? No
 Interior Accessible? Yes System Map? No
 Benches? 1 Route Map? No
 Bench Location: Shelter Trash Can? Yes
 Bench Damage: None Publication Boxes? 1
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk Width: 7
 Material: Concrete Obstruction: None
 Surface Problem: None Land Buffer: Yes
 Obstruction: None Surface Problem: None
 Connect Sidewalk? Yes Curb Ramp: Diagonal
 Connect Curb? Yes Detectable Warning: Yes



Departing Stop

Safety

CR Connect OSNS: Yes Crosswalk OSNS: Yes Traffic Control OS: Traffic light
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Traffic light
 CR Connect CSAS: Yes Crosswalk CSAS: No Ped Control OS: Yes
 CR Connect CSOP: Yes Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership: 1
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & Vantage Point Heading: 295
 Stop ID: 11870 Placement: Nearside
 On Street: LITTLE PATUXE Speed: 35 mph
 Cross Street: VANTAGE POIN Travel Lanes: 6+
 Survey Date: 11/30/2018 Compliance Level: Compliant



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: MTA Commuter Bus
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: MTA LINK 150, MTA 305, 310, 320, 325



Approaching Stop

Shelters and Other Amenities

Shelters: 1 Info Case: No
 Shelter Foundation: Concrete Info Case Accessible: NA
 Shelter Damage: Stickers Info Case Damage: NA
 Shelter Accessible? Yes Digital Display? Yes
 Entrance Accessible? Yes Route Schedule? No
 Interior Accessible? Yes System Map? Yes
 Benches? 1 Route Map? No
 Bench Location: Shelter Trash Can? Yes
 Bench Damage: None Publication Boxes? 1
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk Width: 4
 Material: Concrete Obstruction: None
 Surface Problem: None Land Buffer: Yes
 Obstruction: None Surface Problem: Major cracks
 Connect Sidewalk? Yes Curb Ramp: Perpendicular
 Connect Curb? Yes Detectable Warning: Yes



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: Traffic light
 CR Connect OSFS: Yes Crosswalk OSFS: Yes Traffic Control CS: Traffic light
 CR Connect CSAS: Yes Crosswalk CSAS: No Ped Control OS: Yes
 CR Connect CSOP: Yes Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership: 9
 LOTS Riders:

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Stop Inventory

Transfer Location: **Little Patuxent & Vantage Point** Heading: **295**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **LITTLE PATUXE** Speed: **35 mph**
 Cross Street: **VANTAGE POIN** Travel Lanes: **6+**
 Survey Date: **11/30/2018** Compliance Level: **Compliant**



Bus Stop Sign

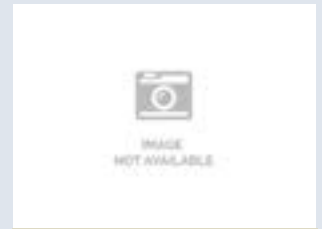
Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 405, 406, 407, 408**



Approaching Stop

Shelters and Other Amenities

Shelters: **1** Info Case: **No**
 Shelter Foundation: **Concrete** Info Case Accessible: **NA**
 Shelter Damage: **None** Info Case Damage: **NA**
 Shelter Accessible? **Yes** Digital Display? **Yes**
 Entrance Accessible? **Yes** Route Schedule? **No**
 Interior Accessible? **Yes** System Map? **No**
 Benches? **1** Route Map? **No**
 Bench Location: **Shelter** Trash Can? **Yes**
 Bench Damage: **None** Publication Boxes? **1**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **Major cracks**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **3**

Estimated Stop Improvement Cost:
\$500.00

BMC Transfer Study Location Profiles

Little Patuxent & White Cord

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	72	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:

\$18,320.00

Little Patuxent & White Cord

Howard County

Required Improvements		
New sidewalk to be installed	72	\$1,800.00
New curb ramps	2	\$7,000.00
Detectable warning	3	\$225.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	2	\$600.00
Stop 1: MTA WB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA/MTA EB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$10,320.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Total Cost	\$18,320.00

BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & White Cord Heading: 80
 Stop ID: NA Placement: Farside
 On Street: LITTLE PATUXE Speed: 30 mph
 Cross Street: WHITE CORD Travel Lanes: 4
 Survey Date: 11/30/2018 Compliance Level: ADA Non-Com



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: MTA Commuter Bus
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: MTA 325



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: None Sidewalk Width: 4
 Material: NA Obstruction: None
 Surface Problem: NA Land Buffer: Yes
 Obstruction: NA Surface Problem: None
 Connect Sidewalk? NA Curb Ramp: Diagonal
 Connect Curb? NA Detectable Warning: No



Departing Stop

Safety

CR Connect OSNS: Yes Crosswalk OSNS: No Traffic Control OS: None
 CR Connect OSFS: Yes Crosswalk OSFS: No Traffic Control CS: Stop sign
 CR Connect CSAS: Yes Crosswalk CSAS: No Ped Control OS: No
 CR Connect CSOP: Yes Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership: 2
 LOTS Riders:

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Stop Inventory

Transfer Location: Little Patuxent & White Cord Heading: 70
 Stop ID: NA Placement: Farside
 On Street: LITTLE PATUXE Speed: 35 mph
 Cross Street: WHITE CORD Travel Lanes: 4
 Survey Date: 11/30/2018 Compliance Level: ADA Non-Com



Bus Stop Sign

Number of Signs: 2 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: MTA Commuter Bus
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: RTA 401, MTA 325



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: Yes, obstructed Sidewalk Width: 4
 Material: Concrete Obstruction: None
 Surface Problem: Catch basin Land Buffer: Yes
 Obstruction: None Surface Problem: None
 Connect Sidewalk? No Curb Ramp: Diagonal
 Connect Curb? Yes Detectable Warning: No



Departing Stop

Safety

CR Connect OSNS: Yes Crosswalk OSNS: No Traffic Control OS: None
 CR Connect OSFS: Yes Crosswalk OSFS: No Traffic Control CS: Stop sign
 CR Connect CSAS: Yes Crosswalk CSAS: No Ped Control OS: No
 CR Connect CSOP: Yes Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership: 0
 LOTS Riders: 2

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

Long Reach Village Center

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Shopping Center

Number of Distinct Stops: 4



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	0:39
Daily LOTS Stops:	38	<15 Minute Transfers:	16

Total Estimated Improvement Costs:
\$11,150.00

Long Reach Village Center		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA EB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
Stop 2: MTA EB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 3: RTA WB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
Stop 4: MTA WB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$7,150.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$1,500.00
	Stop 4 Cost:	\$0.00
	Total Cost	\$11,150.00

BMC Transfer Study Stop Inventory

Transfer Location: Long Reach Village Center Heading: 315
 Stop ID: NA Placement: Nearside
 On Street: TAMAR DR Speed: 30 mph
 Cross Street: CLOUDLEAP CT Travel Lanes: 4
 Survey Date: 12/7/2018 Compliance Level: Compliant



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: RTA 406, 408



Approaching Stop

Shelters and Other Amenities

Shelters: 1 Info Case: No
 Shelter Foundation: Concrete Info Case Accessible: NA
 Shelter Damage: None Info Case Damage: NA
 Shelter Accessible? Yes Digital Display? No
 Entrance Accessible? Yes Route Schedule? No
 Interior Accessible? Yes System Map? No
 Benches? 1 Route Map? No
 Bench Location: Shelter Trash Can? Yes
 Bench Damage: None Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk Width: 4
 Material: Concrete Obstruction: None
 Surface Problem: None Land Buffer: Yes
 Obstruction: None Surface Problem: None
 Connect Sidewalk? Yes Curb Ramp: Perpendicular
 Connect Curb? Yes Detectable Warning: No



Departing Stop

Safety

CR Connect OSNS: Yes Crosswalk OSNS: Yes Traffic Control OS: Traffic light
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Traffic light
 CR Connect CSAS: NA Crosswalk CSAS: NA Ped Control OS: Yes
 CR Connect CSOP: No Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership:
 LOTS Riders: 15

Estimated Stop Improvement Cost:
\$1,500.00

BMC Transfer Study Stop Inventory

Transfer Location: Long Reach Village Center Heading: 120
 Stop ID: NA Placement: Mid-block
 On Street: TAMAR DR Speed: 30 mph
 Cross Street: CLOUDLEAP CT Travel Lanes: 3
 Survey Date: 12/7/2018 Compliance Level: ADA Non-Com



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: MTA Commuter Bus
 Sign Installation: Light pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: MTA 345



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: None Sidewalk Width: 4
 Material: NA Obstruction: None
 Surface Problem: NA Land Buffer: Yes
 Obstruction: NA Surface Problem: None
 Connect Sidewalk? NA Curb Ramp: Diagonal
 Connect Curb? NA Detectable Warning: No



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: Traffic light
 CR Connect OSFS: Yes Crosswalk OSFS: Yes Traffic Control CS: Traffic light
 CR Connect CSAS: No Crosswalk CSAS: No Ped Control OS: Yes
 CR Connect CSOP: NA Crosswalk CSOP: NA Ped Control CS: No

Ridership and Improvements

MTA Ridership: 7
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: Long Reach Village Center Heading: 315
 Stop ID: NA Placement: Nearside
 On Street: TAMAR DR Speed: 30 mph
 Cross Street: CLOUDLEAP CT Travel Lanes: 4
 Survey Date: 12/7/2018 Compliance Level: Compliant



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: MTA Commuter Bus
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: MTA 345



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? Yes
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk Width: 4
 Material: Concrete Obstruction: None
 Surface Problem: None Land Buffer: Yes
 Obstruction: None Surface Problem: None
 Connect Sidewalk? Yes Curb Ramp: Perpendicular
 Connect Curb? Yes Detectable Warning: Yes



Departing Stop

Safety

CR Connect OSNS: Yes Crosswalk OSNS: Yes Traffic Control OS: Traffic light
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Traffic light
 CR Connect CSAS: NA Crosswalk CSAS: NA Ped Control OS: Yes
 CR Connect CSOP: Yes Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership: 2
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: Long Reach Village Center Heading: 160
 Stop ID: NA Placement: Farside
 On Street: TAMAR DR Speed: 30 mph
 Cross Street: CLOUDLEAP CT Travel Lanes: 4
 Survey Date: 12/7/2018 Compliance Level: Compliant



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: RTA 406



Approaching Stop

Shelters and Other Amenities

Shelters: 1 Info Case: No
 Shelter Foundation: Concrete Info Case Accessible: NA
 Shelter Damage: None Info Case Damage: NA
 Shelter Accessible? Yes Digital Display? No
 Entrance Accessible? Yes Route Schedule? No
 Interior Accessible? Yes System Map? No
 Benches? 1 Route Map? No
 Bench Location: Shelter Trash Can? No
 Bench Damage: None Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk Width: 5
 Material: Concrete Obstruction: None
 Surface Problem: None Land Buffer: No
 Obstruction: None Surface Problem: None
 Connect Sidewalk? Yes Curb Ramp: Perpendicular
 Connect Curb? Yes Detectable Warning: No



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: Traffic light
 CR Connect OSFS: Yes Crosswalk OSFS: Yes Traffic Control CS: Traffic light
 CR Connect CSAS: Yes Crosswalk CSAS: No Ped Control OS: Yes
 CR Connect CSOP: NA Crosswalk CSOP: NA Ped Control CS: No

Ridership and Improvements

MTA Ridership:
 LOTS Riders: 10

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Location Profiles

MD Wholesale Food Center

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Shopping Center

Number of Distinct Stops: 3



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	195	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	0:35
Daily LOTS Stops:	57	<15 Minute Transfers:	31

Total Estimated Improvement Costs:
\$15,345.00

MD Wholesale Food Center		
Howard County		
Required Improvements		
New sidewalk to be installed	195	\$4,875.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: MTA NB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
Stop 2: MTA SB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
Stop 3: RTA WB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
	Location Cost:	\$9,445.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$200.00
	Stop 3 Cost:	\$1,500.00
	Total Cost	\$15,345.00

BMC Transfer Study Stop Inventory

Transfer Location: MD Wholesale Food Center
 Heading: 100
 Stop ID: NA
 Placement: Mid-block
 On Street: ASSATEAGUE D
 Speed: 35 mph
 Cross Street: WASHINGTON
 Travel Lanes: 4
 Survey Date: 12/11/2018
 Compliance Level: No Improvement



Bus Stop Sign

Number of Signs: 1
 Sign Installation: Traffic sign post
 Sign Height: 80" or greater
 Route Info: MTA 320
 Stop Owner 1: MTA Commuter Bus
 Stop Owner 2: NA
 Stop Owner 3: NA



Approaching Stop

Shelters and Other Amenities

Shelters: 0
 Shelter Foundation: NA
 Shelter Damage: NA
 Shelter Accessible? NA
 Entrance Accessible? NA
 Interior Accessible? NA
 Benches? 0
 Bench Location: NA
 Bench Damage: NA
 Bike Racks? No
 Info Case: No
 Info Case Accessible: NA
 Info Case Damage: NA
 Digital Display? No
 Route Schedule? No
 System Map? No
 Route Map? No
 Trash Can? No
 Publication Boxes? 0



Across from Stop

Accessibility

Landing Pad: None
 Material: NA
 Surface Problem: NA
 Obstruction: NA
 Connect Sidewalk? NA
 Connect Curb? NA
 Sidewalk Width: NA
 Obstruction: NA
 Land Buffer: NA
 Surface Problem: NA
 Curb Ramp: None
 Detectable Warning: NA



Departing Stop

Safety

CR Connect OSNS: No
 CR Connect OSFS: No
 CR Connect CSAS: No
 CR Connect CSOP: Yes
 Crosswalk OSNS: No
 Crosswalk OSFS: No
 Crosswalk CSAS: Yes
 Crosswalk CSOP: No
 Traffic Control OS: Traffic light
 Traffic Control CS: Traffic light
 Ped Control OS: No
 Ped Control CS: Yes

Ridership and Improvements

MTA Ridership: 12
 LOTS Riders:

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Stop Inventory

Transfer Location: MD Wholesale Food Center
 Stop ID: NA
 On Street: ASSATEAGUE D
 Cross Street: MD FOOD CEN
 Survey Date: 12/11/2018

Heading: 260
 Placement: At Location
 Speed: 35 mph
 Travel Lanes: 4
 Compliance Level: Compliant



Bus Stop Sign

Number of Signs: 1
 Sign Installation: Bus Stop Pole
 Sign Height: 80" or greater
 Route Info: RTA 408, 409B, 501

Stop Owner 1: RTA of Central MD
 Stop Owner 2: NA
 Stop Owner 3: NA



Approaching Stop

Shelters and Other Amenities

Shelters: 2
 Shelter Foundation: Concrete
 Shelter Damage: Graffiti
 Shelter Accessible? Yes
 Entrance Accessible? Yes
 Interior Accessible? Yes
 Benches? 2
 Bench Location: Shelter
 Bench Damage: None
 Bike Racks? No

Info Case: No
 Info Case Accessible: NA
 Info Case Damage: NA
 Digital Display? No
 Route Schedule? No
 System Map? No
 Route Map? No
 Trash Can? Yes
 Publication Boxes? 0



Across from Stop

Accessibility

Landing Pad: Yes, unobstructed
 Material: Concrete
 Surface Problem: None
 Obstruction: None
 Connect Sidewalk? Yes
 Connect Curb? Yes

Sidewalk Width: 4
 Obstruction: None
 Land Buffer: Yes
 Surface Problem: None
 Curb Ramp: Perpendicular
 Detectable Warning: Yes



Departing Stop

Safety

CR Connect OSNS: No
 CR Connect OSFS: No
 CR Connect CSAS: Yes
 CR Connect CSOP: No

Crosswalk OSNS: No
 Crosswalk OSFS: No
 Crosswalk CSAS: No
 Crosswalk CSOP: No

Traffic Control OS: None
 Traffic Control CS: Stop sign
 Ped Control OS: No
 Ped Control CS: No

Ridership and Improvements

MTA Ridership:
 LOTS Riders: 67

Estimated Stop Improvement Cost:
\$200.00

BMC Transfer Study Stop Inventory

Transfer Location: MD Wholesale Food Center
 Heading: 260
 Stop ID: NA
 Placement: Mid-block
 On Street: ASSATEAGUE D
 Speed: 25 mph
 Cross Street: WASHINGTON
 Travel Lanes: 4
 Survey Date: 12/11/2018
 Compliance Level: Compliant



Bus Stop Sign

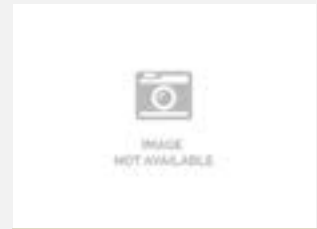
Number of Signs: 1
 Sign Installation: Traffic sign po
 Sign Height: 80" or greater
 Route Info: MTA 320
 Stop Owner 1: MTA Commuter Bus
 Stop Owner 2: NA
 Stop Owner 3: NA



Approaching Stop

Shelters and Other Amenities

Shelters: 0
 Shelter Foundation: NA
 Shelter Damage: NA
 Shelter Accessible? NA
 Entrance Accessible? NA
 Interior Accessible? NA
 Benches? 0
 Bench Location: NA
 Bench Damage: NA
 Bike Racks? No
 Info Case: No
 Info Case Accessible: NA
 Info Case Damage: NA
 Digital Display? No
 Route Schedule? No
 System Map? No
 Route Map? No
 Trash Can? No
 Publication Boxes? 0



Across from Stop

Accessibility

Landing Pad: Yes, unobstructed
 Material: Concrete
 Surface Problem: None
 Obstruction: None
 Connect Sidewalk? Yes
 Connect Curb? Yes
 Sidewalk Width: 4
 Obstruction: None
 Land Buffer: Yes
 Surface Problem: None
 Curb Ramp: Perpendicular
 Detectable Warning: Yes



Departing Stop

Safety

CR Connect OSNS: No
 CR Connect OSFS: No
 CR Connect CSAS: Yes
 CR Connect CSOP: No
 Crosswalk OSNS: No
 Crosswalk OSFS: No
 Crosswalk CSAS: No
 Crosswalk CSOP: No
 Traffic Control OS: None
 Traffic Control CS: Stop sign
 Ped Control OS: No
 Ped Control CS: No

Ridership and Improvements

MTA Ridership: 12
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Location Profiles

Normandy Shopping Center

LOTS: RTA of Central MD
 MTA Bus Service: Commuter
 Location Type: Commercial-Shopping Center
 Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	748	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	15	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$32,465.00

Normandy Shopping Center		
Howard County		
Required Improvements		
New sidewalk to be installed	748	\$18,700.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	2	\$1,390.00
Crosswalk	2	\$600.00
Stop 1: RTA NB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: MTA WB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$24,265.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,200.00
	Total Cost	\$32,465.00

BMC Transfer Study Stop Inventory

Transfer Location: **Normandy Shopping Center** Heading: **230**
 Stop ID: **8230** Placement: **Nearside**
 On Street: **US 40** Speed: **55 mph**
 Cross Street: **NORMANDY CE** Travel Lanes: **6+**
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

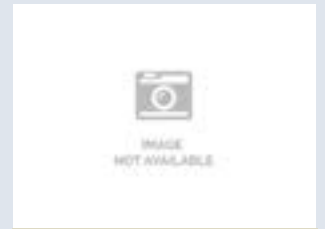
Number of Signs: **1** Stop Owner 1: **MTA LINK**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **Less than 80"** Stop Owner 3: **NA**
 Route Info: **MTA LINK 150**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **NA**
 Material: **NA** Obstruction: **NA**
 Surface Problem: **NA** Land Buffer: **NA**
 Obstruction: **NA** Surface Problem: **NA**
 Connect Sidewalk? **NA** Curb Ramp: **Diagonal**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **14**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Normandy Shopping Center** Heading: **320**
 Stop ID: **NA** Placement: **At Location**
 On Street: **NORMANDY SH** Speed: **NA**
 Cross Street: **PARKING LOT** Travel Lanes: **NA**
 Survey Date: **12/13/2018** Compliance Level: **No Improve**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 405**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **None**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **NA**
 Material: **NA** Obstruction: **NA**
 Surface Problem: **NA** Land Buffer: **NA**
 Obstruction: **NA** Surface Problem: **NA**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **NA** Crosswalk OSNS: **NA** Traffic Control OS: **None**
 CR Connect OSFS: **NA** Crosswalk OSFS: **NA** Traffic Control CS: **NA**
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **NA**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **5**

Estimated Stop Improvement Cost:
\$1,500.00

BMC Transfer Study Location Profiles

Oakland Mills Village Center

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Shopping Center

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	NA
Compliant Amenities:	Yes	Traffic Control:	NA

Scheduling and Estimated Costs

Daily MTA Stops:	22	Average Transfer Time:	0:29
Daily LOTS Stops:	60	<15 Minute Transfers:	32

Total Estimated Improvement Costs:
\$1,000.00

Oakland Mills Village Center		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Digital Display	1	\$1,000.00
Stop 2: MTA Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$1,000.00
	Stop 2 Cost:	\$0.00
	Total Cost	\$1,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Oakland Mills Village Center** Heading: **180**
 Stop ID: **NA** Placement: **At Location**
 On Street: **OAKLAND MILL** Speed: **10 mph**
 Cross Street: **BANK BUILDIN** Travel Lanes: **2**
 Survey Date: **12/6/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Light pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 305**



Approaching Stop

Shelters and Other Amenities

Shelters: **1** Info Case: **No**
 Shelter Foundation: **Concrete** Info Case Accessible: **Accessible**
 Shelter Damage: **None** Info Case Damage: **None**
 Shelter Accessible? **Yes** Digital Display? **No**
 Entrance Accessible? **Yes** Route Schedule? **No**
 Interior Accessible? **Yes** System Map? **No**
 Benches? **1** Route Map? **No**
 Bench Location: **Shelter** Trash Can? **Yes**
 Bench Damage: **None** Publication Boxes? **0**
 Bike Racks? **Yes**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: No	Crosswalk OSNS: No	Traffic Control OS: None
CR Connect OSFS: No	Crosswalk OSFS: No	Traffic Control CS: None
CR Connect CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: No
CR Connect CSOP: Yes	Crosswalk CSOP: Yes	Ped Control CS: No

Ridership and Improvements

MTA Ridership: **19**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Stop Inventory

Transfer Location: **Oakland Mills Village Center** Heading: **180**
 Stop ID: **NA** Placement: **At Location**
 On Street: **OAKLAND MILL** Speed: **10 mph**
 Cross Street: **BANK BUILDIN** Travel Lanes: **2**
 Survey Date: **12/6/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 408**



Approaching Stop

Shelters and Other Amenities

Shelters: **1** Info Case: **Yes**
 Shelter Foundation: **Concrete** Info Case Accessible: **Accessible**
 Shelter Damage: **None** Info Case Damage: **None**
 Shelter Accessible? **Yes** Digital Display? **No**
 Entrance Accessible? **Yes** Route Schedule? **No**
 Interior Accessible? **Yes** System Map? **Yes**
 Benches? **1** Route Map? **No**
 Bench Location: **Shelter** Trash Can? **Yes**
 Bench Damage: **None** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **None**
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **29**

Estimated Stop Improvement Cost:
\$1,000.00

BMC Transfer Study Location Profiles

Oceano & Assateague

LOTS: RTA of Central MD
 MTA Bus Service: Commuter
 Location Type: Basic Bus Stop-Industrial
 Number of Distinct Stops: 1



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	114	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	NA
New Signs Needed:	No	Pedestrian Control:	NA
Compliant Amenities:	NA	Traffic Control:	NA

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$10,425.00

Oceano & Assateague

Howard County

Required Improvements		
New sidewalk to be installed	114	\$2,850.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA/MTA Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$6,425.00
	Stop 1 Cost:	\$4,000.00
	Total Cost	\$10,425.00

BMC Transfer Study Stop Inventory

Transfer Location: **Oceano & Assateague** Heading: **180**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **OCEANO DR** Speed: **35 mph**
 Cross Street: **ASSATEAGUE D** Travel Lanes: **2**
 Survey Date: **12/11/2018** Compliance Level: **No Improve**



Bus Stop Sign

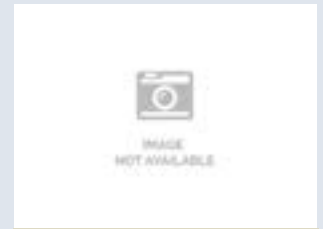
Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **NA**
 Material: **NA** Obstruction: **NA**
 Surface Problem: **NA** Land Buffer: **NA**
 Obstruction: **NA** Surface Problem: **NA**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **7**
 LOTS Riders: **2**

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Location Profiles

Patuxent Range & Stayton

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	3
Sidewalk (ft) to be installed/repaired:	174	Detectable Warnings Needed:	3
Signs with Non-Compliant Height:	1	Consolidate Signage?	NA
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	7	Average Transfer Time:	0:40
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	8

Total Estimated Improvement Costs:
\$25,465.00

Patuxent Range & Stayton		
Howard County		
Required Improvements		
New sidewalk to be installed	174	\$4,350.00
New curb ramps	3	\$10,500.00
Detectable warning	3	\$225.00
Enhanced Improvements		
Pedestrian Control	2	\$1,390.00
Crosswalk	2	\$600.00
Stop 1: RTA/MTA Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
Stop 2: RTA Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign (MTA Sign)	1	\$200.00
	Location Cost:	\$17,065.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	Total Cost	\$25,465.00

BMC Transfer Study Stop Inventory

Transfer Location: Patuxent Range & Stayton Heading: 315
 Stop ID: NA Placement: Nearside
 On Street: PATUXENT RAN Speed: 25 mph
 Cross Street: STAYTON DR Travel Lanes: 2
 Survey Date: 12/11/2018 Compliance Level: No Improvement



Bus Stop Sign

Number of Signs: 2 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: MTA Commuter Bus
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: MTA 320, RTA 409



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: None Sidewalk Width: NA
 Material: NA Obstruction: NA
 Surface Problem: NA Land Buffer: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: None
 Connect Curb? NA Detectable Warning: NA



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: None
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Stop sign
 CR Connect CSAS: No Crosswalk CSAS: No Ped Control OS: No
 CR Connect CSOP: No Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership: 7
 LOTS Riders: 2

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: Patuxent Range & Stayton Heading: 130
 Stop ID: NA Placement: Nearside
 On Street: PATUXENT RAN Speed: 25 mph
 Cross Street: STAYTON DR Travel Lanes: 2
 Survey Date: 12/11/2018 Compliance Level: No Improvement



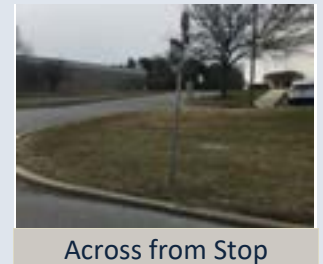
Bus Stop Sign

Number of Signs: 1 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: RTA 409



Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Accessibility

Landing Pad: None Sidewalk Width: NA
 Material: NA Obstruction: NA
 Surface Problem: NA Land Buffer: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: None
 Connect Curb? NA Detectable Warning: NA



Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: None
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Stop sign
 CR Connect CSAS: No Crosswalk CSAS: No Ped Control OS: No
 CR Connect CSOP: No Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership:
 LOTS Riders: 1

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Location Profiles

Phelps Luck & High Tor Hill

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 3



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	3
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$21,095.00

Phelps Luck & High Tor Hill		
Howard County		
Required Improvements		
New sidewalk to be installed	195	\$4,875.00
New curb ramps	2	\$7,000.00
Detectable warning	3	\$225.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: MTA WB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA WB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 3: RTA EB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$13,095.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$0.00
	Total Cost	\$21,095.00

BMC Transfer Study Stop Inventory

Transfer Location: **Phelps Luck & High Tor Hill** Heading: **220**
 Stop ID: **NA** Placement: **Farside**
 On Street: **PHELPS LUCK D** Speed: **25 mph**
 Cross Street: **HIGH TOR HILL** Travel Lanes: **2**
 Survey Date: **12/6/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 406**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Diagonal**
 Connect Curb? **NA** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **No** Traffic Control OS: **Stop sign**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **5**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Phelps Luck & High Tor Hill** Heading: **220**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **PHELPS LUCK D** Speed: **25 mph**
 Cross Street: **HIGH TOR HILL** Travel Lanes: **3**
 Survey Date: **12/6/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Light pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 345**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **Yes**
 Shelter Foundation: **NA** Info Case Accessible: **Accessible**
 Shelter Damage: **NA** Info Case Damage: **None**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, obstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **Catch basin** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **No** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **6**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Stop Inventory

Transfer Location: **Phelps Luck & High Tor Hill** Heading: **105**
 Stop ID: **NA** Placement: **Farside**
 On Street: **HIGH TOR HILL** Speed: **25 mph**
 Cross Street: **PHELPS LUCK D** Travel Lanes: **2**
 Survey Date: **12/6/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 406**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **None**
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **No** Traffic Control OS: **Stop sign**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **No** Traffic Control CS: **None**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **8**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

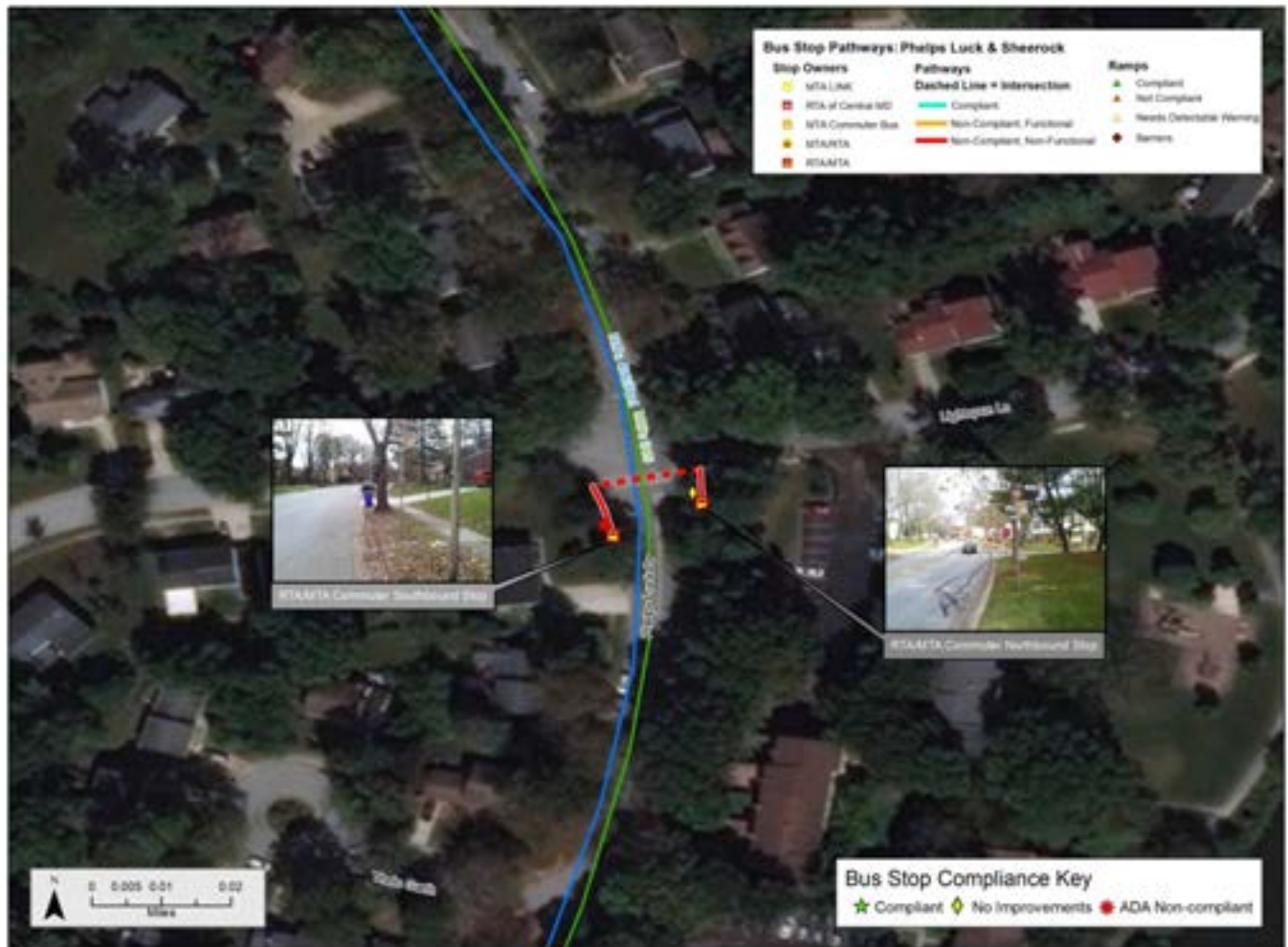
Phelps Luck & Sheerock

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	62	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:

\$16,700.00

Phelps Luck & Sheerock		
Howard County		
Required Improvements		
New sidewalk to be installed	62	\$1,550.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA/MTA NB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA/MTA SB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$8,700.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Total Cost	\$16,700.00

BMC Transfer Study Stop Inventory

Transfer Location: **Phelps Luck & Sheerock** Heading: **340**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **PHELPS LUCK D** Speed: **25 mph**
 Cross Street: **LIGHTSPUN LN** Travel Lanes: **2**
 Survey Date: **12/6/2018** Compliance Level: **No Improve**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 345, RTA 406**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **NA**
 Material: **NA** Obstruction: **NA**
 Surface Problem: **NA** Land Buffer: **NA**
 Obstruction: **NA** Surface Problem: **NA**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **Yes** Traffic Control OS: **Stop sign**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **3**
 LOTS Riders: **2**

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Stop Inventory

Transfer Location: **Phelps Luck & Sheerock** Heading: **180**
 Stop ID: **NA** Placement: **Farside**
 On Street: **PHELPS LUCK D** Speed: **25 mph**
 Cross Street: **SHEEROCK CT** Travel Lanes: **2**
 Survey Date: **12/6/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

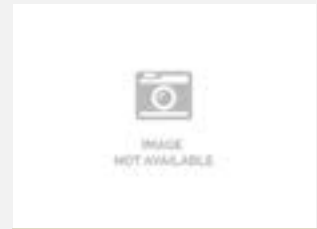
Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 345, RTA 406**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Stop sign**
 CR Connect OSFS: **No** Crosswalk OSFS: **Yes** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **1**
 LOTS Riders: **2**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

Phelps Luck & Thurso

LOTS: RTA of Central MD
 MTA Bus Service: Commuter
 Location Type: Basic Bus Stop-Residential
 Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	3
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	Yes	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$15,225.00

Phelps Luck & Thurso		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	2	\$7,000.00
Detectable warning	3	\$225.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA/MTA NB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA/MTA SB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$7,225.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Total Cost	\$15,225.00

BMC Transfer Study Stop Inventory

Transfer Location: **Phelps Luck & Thurso** Heading: **135**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **PHELPS LUCK D** Speed: **25 mph**
 Cross Street: **THURSO CT** Travel Lanes: **2**
 Survey Date: **12/6/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 345, RTA 406**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Diagonal**
 Connect Curb? **NA** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: No	Crosswalk OSNS: No	Traffic Control OS: Stop sign
CR Connect OSFS: Yes	Crosswalk OSFS: Yes	Traffic Control CS: Stop sign
CR Connect CSAS: Yes	Crosswalk CSAS: No	Ped Control OS: No
CR Connect CSOP: NA	Crosswalk CSOP: NA	Ped Control CS: No

Ridership and Improvements

MTA Ridership: **3**
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Phelps Luck & Thurso** Heading: **130**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **PHELPS LUCK D** Speed: **25 mph**
 Cross Street: **THURSO CT** Travel Lanes: **2**
 Survey Date: **12/6/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 345, RTA 406**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: Yes	Crosswalk OSNS: Yes	Traffic Control OS: Stop sign
CR Connect OSFS: No	Crosswalk OSFS: No	Traffic Control CS: Stop sign
CR Connect CSAS: NA	Crosswalk CSAS: NA	Ped Control OS: No
CR Connect CSOP: Yes	Crosswalk CSOP: No	Ped Control CS: No

Ridership and Improvements

MTA Ridership: **0**
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

Robert Fulton & Columbia Gateway

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	27	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$15,245.00

Robert Fulton & Gateway		
Howard County		
Required Improvements		
New sidewalk to be installed	27	\$675.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: MTA EB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: MTA WB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$7,825.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Total Cost	\$15,825.00

BMC Transfer Study Stop Inventory

Transfer Location: **Robert Fulton & Columbia Gateway** Heading: **90**
 Stop ID: **NA** Placement: **Across From**
 On Street: **ROBERT FULTO** Speed: **35 mph**
 Cross Street: **RENAISSANCE** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Light pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible?: **NA** Digital Display?: **No**
 Entrance Accessible?: **NA** Route Schedule?: **No**
 Interior Accessible?: **NA** System Map?: **No**
 Benches?: **0** Route Map?: **No**
 Bench Location: **NA** Trash Can?: **No**
 Bench Damage: **NA** Publication Boxes?: **0**
 Bike Racks?: **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk?: **NA** Curb Ramp: **Perpendicular**
 Connect Curb?: **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **0**
 LOTS Riders: **0**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Robert Fulton & Columbia Gateway** Heading: **270**
 Stop ID: **NA** Placement: **At Location**
 On Street: **ROBERT FULTO** Speed: **35 mph**
 Cross Street: **RENAISSANCE** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **No Improve**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Light pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **NA**
 Material: **NA** Obstruction: **NA**
 Surface Problem: **NA** Land Buffer: **NA**
 Obstruction: **NA** Surface Problem: **NA**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **2**
 LOTS Riders: **0**

Estimated Stop Improvement Cost:
\$200.00

BMC Transfer Study Location Profiles

Robert Fulton & Lee Deforest

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Office

Number of Distinct Stops: 3



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	91	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$39,495.00

Robert Fulton & Lee DeForest

Howard County

Required Improvements		
New sidewalk to be installed	91	\$2,275.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: RTA/MTA EB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
Stop 2: RTA/MTA WB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$6,845.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	Total Cost	\$15,245.00

BMC Transfer Study Stop Inventory

Transfer Location: **Robert Fulton & Lee Deforest** Heading: **270**
 Stop ID: **NA** Placement: **Farside**
 On Street: **ROBERT FULTO** Speed: **35 mph**
 Cross Street: **LEE DEFOREST** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **No Improve**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 406, MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **NA**
 Material: **NA** Obstruction: **NA**
 Surface Problem: **NA** Land Buffer: **NA**
 Obstruction: **NA** Surface Problem: **NA**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **0**
 LOTS Riders: **2**

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Stop Inventory

Transfer Location: **Robert Fulton & Lee Deforest** Heading: **90**
 Placement: **Nearside**
 Stop ID: **NA** Speed: **35 mph**
 On Street: **ROBERT FULTO** Travel Lanes: **4**
 Cross Street: **LEE DEFOREST** Compliance Level: **ADA Non-Com**
 Survey Date: **12/12/2018**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320, RTA 406**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **0**
 LOTS Riders: **2**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

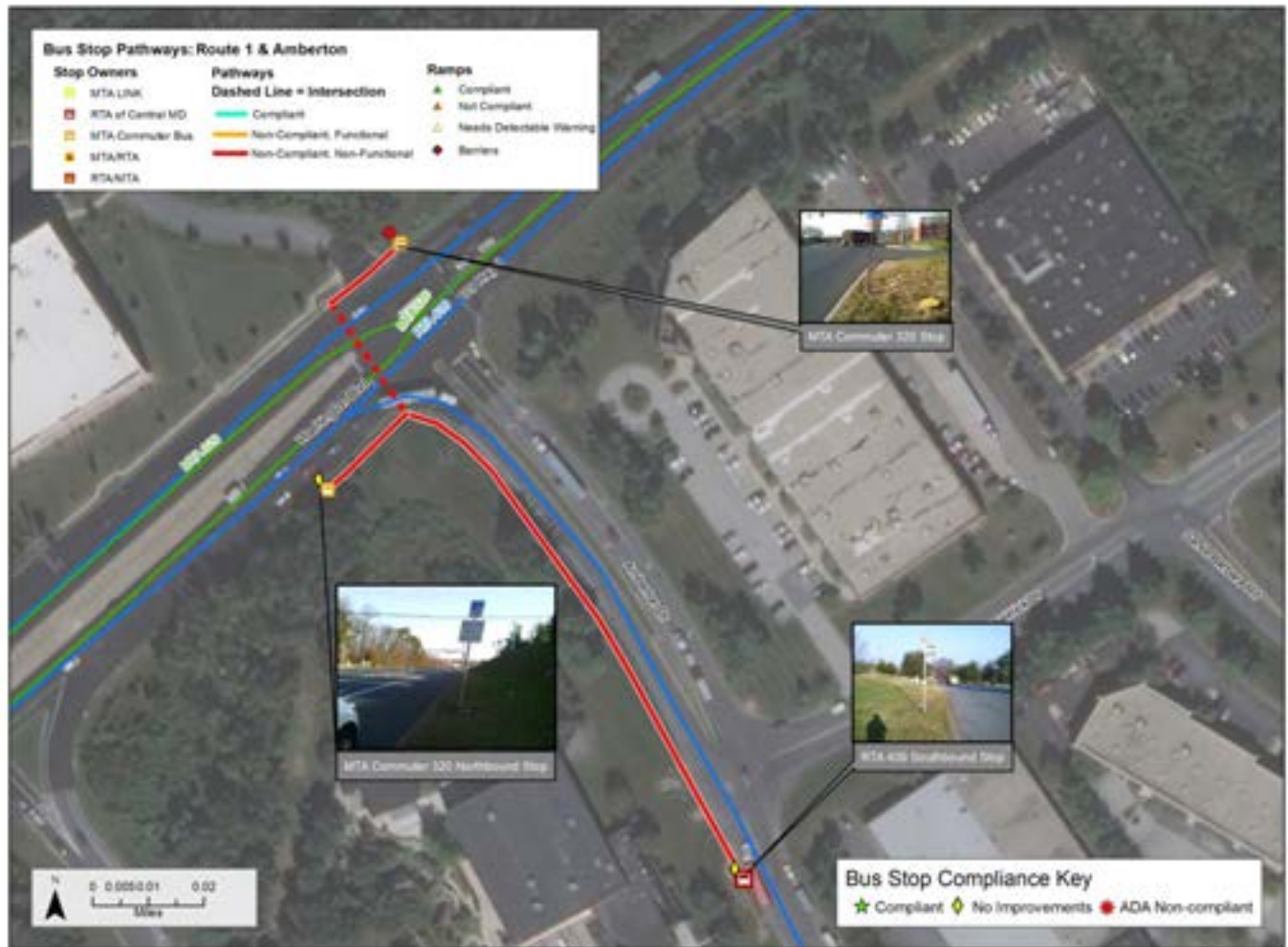
Route 1 & Amberton

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	3	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	750	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	Yes	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$4,500.00

Route 1 & Amberton		
Howard County		
Required Improvements		
New sidewalk to be installed	750	\$18,750.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: RTA SB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
Stop 2: MTA NB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
Stop 3: MTA SB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
	Location Cost:	\$26,895.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$4,200.00
	Stop 3 Cost:	\$4,200.00
	Total Cost	\$39,495.00

BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Amberton** Heading: **135**
 Stop ID: **NA** Placement: **Farside**
 On Street: **AMBERTON DR** Speed: **35 mph**
 Cross Street: **SELNIK DR** Travel Lanes: **2**
 Survey Date: **12/12/2018** Compliance Level: **No Improve**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 409**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **NA**
 Material: **NA** Obstruction: **NA**
 Surface Problem: **NA** Land Buffer: **NA**
 Obstruction: **NA** Surface Problem: **NA**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Amberton** Heading: **215**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **WASHINGTON B** Speed: **50 mph**
 Cross Street: **AMBERTON DR** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

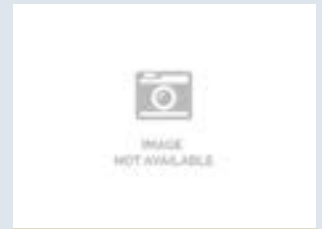
Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **Less than 80"** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **NA**
 Material: **NA** Obstruction: **NA**
 Surface Problem: **NA** Land Buffer: **NA**
 Obstruction: **NA** Surface Problem: **NA**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **7**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Amberton** Heading: 45
 Stop ID: NA Placement: Nearside
 On Street: **WASHINGTON B** Speed: 50 mph
 Cross Street: **AMBERTON DR** Travel Lanes: 4
 Survey Date: 12/12/2018 Compliance Level: No Improve



Bus Stop Sign

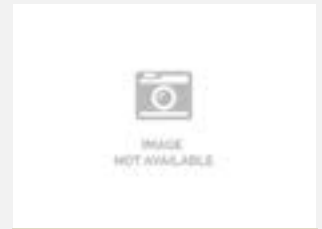
Number of Signs: 1 Stop Owner 1: MTA Commuter Bus
 Sign Installation: Traffic sign po Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: MTA 320



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? Yes
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: None Sidewalk Width: NA
 Material: NA Obstruction: NA
 Surface Problem: NA Land Buffer: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: None
 Connect Curb? NA Detectable Warning: NA



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: Traffic light
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Traffic light
 CR Connect CSAS: No Crosswalk CSAS: No Ped Control OS: No
 CR Connect CSOP: No Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership: 0
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Location Profiles

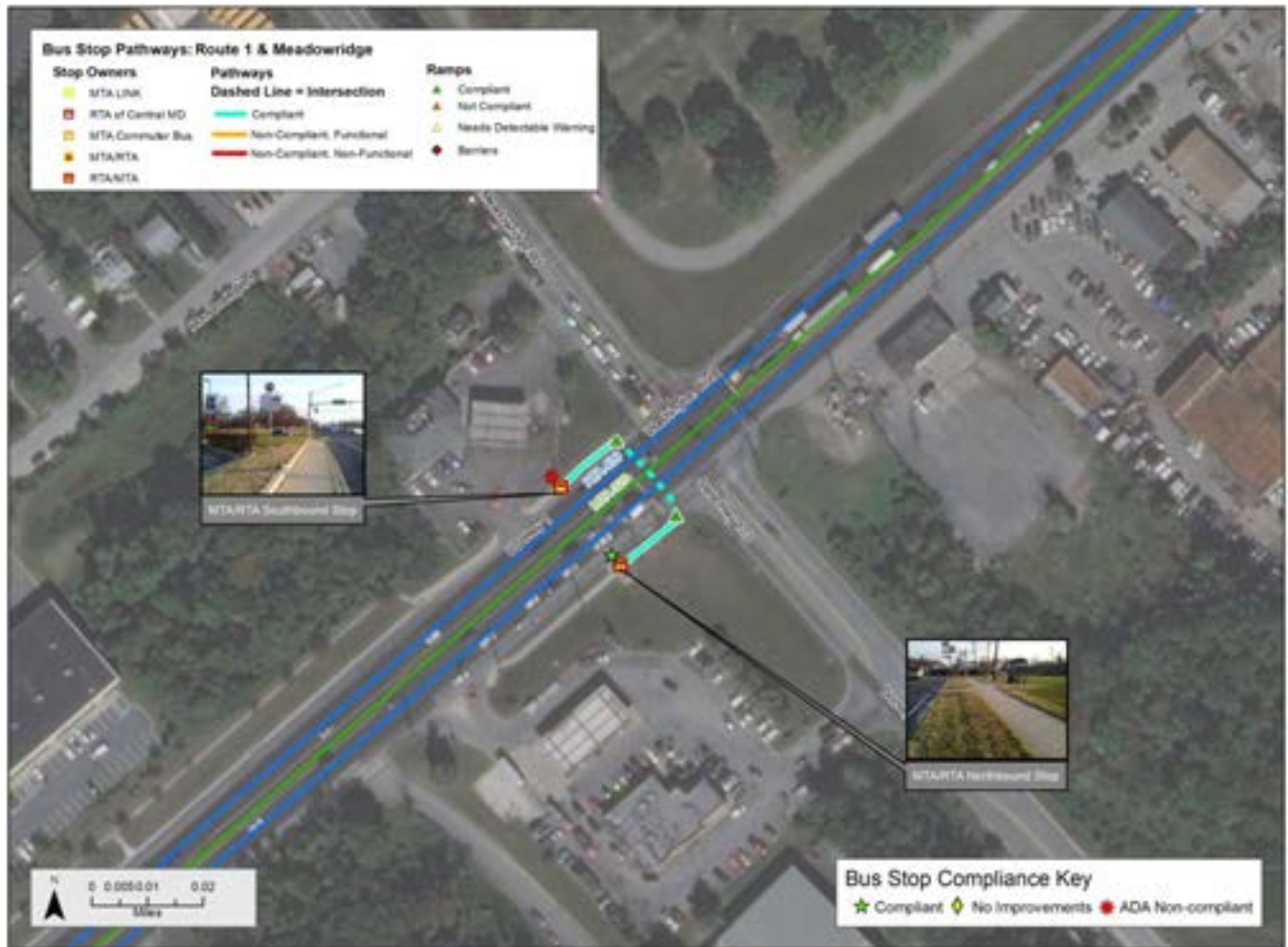
Route 1 & Meadowridge

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	Yes	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	0:31
Daily LOTS Stops:	26	<15 Minute Transfers:	24

Total Estimated Improvement Costs:
\$7,975.00

Route 1 & Meadowridge		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA/MTA NB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA/MTA SB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$500.00
	Total Cost	\$4,500.00

BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Meadowridge** Heading: **45**
 Stop ID: **50135** Placement: **Nearside**
 On Street: **WASHINGTON B** Speed: **50 mph**
 Cross Street: **DORSEY RD** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320, RTA 409, 501**



Approaching Stop

Shelters and Other Amenities

Shelters: **1** Info Case: **No**
 Shelter Foundation: **Concrete** Info Case Accessible: **NA**
 Shelter Damage: **None** Info Case Damage: **NA**
 Shelter Accessible? **Yes** Digital Display? **No**
 Entrance Accessible? **Yes** Route Schedule? **No**
 Interior Accessible? **No** System Map? **No**
 Benches? **1** Route Map? **No**
 Bench Location: **Shelter** Trash Can? **Yes**
 Bench Damage: **None** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **6**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: Yes	Crosswalk OSNS: Yes	Traffic Control OS: Traffic light
CR Connect OSFS: No	Crosswalk OSFS: No	Traffic Control CS: Traffic light
CR Connect CSAS: No	Crosswalk CSAS: No	Ped Control OS: Yes
CR Connect CSOP: No	Crosswalk CSOP: No	Ped Control CS: No

Ridership and Improvements

MTA Ridership: **0**
 LOTS Riders: **7**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Meadowridge** Heading: **215**
 Stop ID: **50136** Placement: **Farside**
 On Street: **WASHINGTON B** Speed: **50 mph**
 Cross Street: **MEADOWRIDG** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 409, COLUMBIA MALL**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **7**
 LOTS Riders: **5**

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Location Profiles

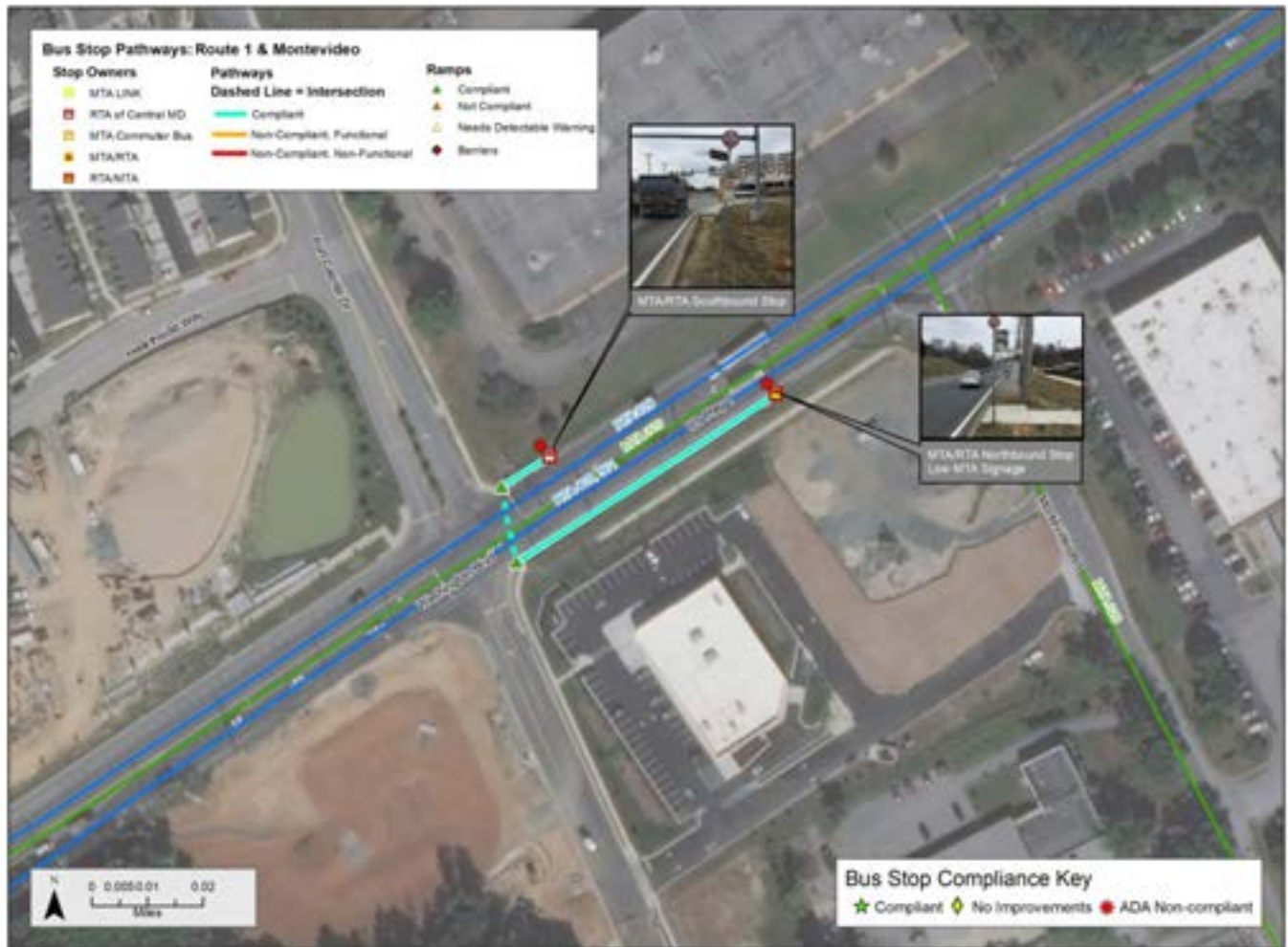
Route 1 & Montevideo

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Mixed Use

Number of Distinct Stops: 3



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$27,875.00

Route 1 & Montevideo		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA NB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	1	\$200.00
Stop 2: RTA/MTA SB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	1	\$200.00
	Location Cost:	\$3,575.00
	Stop 1 Cost:	\$4,200.00
	Stop 2 Cost:	\$200.00
	Total Cost	\$7,975.00

BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Montevideo** Heading: **45**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **WASHINGTON B** Speed: **45 mph**
 Cross Street: **PORT CAPITAL** Travel Lanes: **4**
 Survey Date: **12/11/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

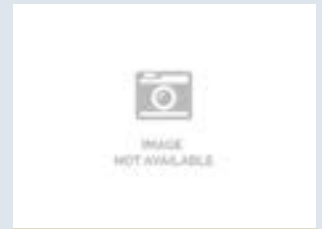
Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 409, Columbia Mall**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **Yes**
 Shelter Foundation: **NA** Info Case Accessible: **Accessible**
 Shelter Damage: **NA** Info Case Damage: **None**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **5**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **No**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **33**
 LOTS Riders: **5**

Estimated Stop Improvement Cost:
\$4,200.00

BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Montevideo** Heading: **215**
 Stop ID: **NA** Placement: **Farside**
 On Street: **WASHINGTON B** Speed: **45 mph**
 Cross Street: **PORT CAPITAL** Travel Lanes: **4**
 Survey Date: **12/11/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

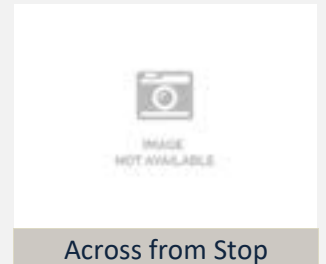
Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **Less than 80"** Stop Owner 3: **NA**
 Route Info: **RTA 501**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible?: **NA** Digital Display?: **No**
 Entrance Accessible?: **NA** Route Schedule?: **No**
 Interior Accessible?: **NA** System Map?: **No**
 Benches?: **0** Route Map?: **No**
 Bench Location: **NA** Trash Can?: **No**
 Bench Damage: **NA** Publication Boxes?: **0**
 Bike Racks?: **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk?: **Yes** Curb Ramp: **Perpendicular**
 Connect Curb?: **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **1**
 LOTS Riders: **3**

Estimated Stop Improvement Cost:
\$500.00

BMC Transfer Study Location Profiles

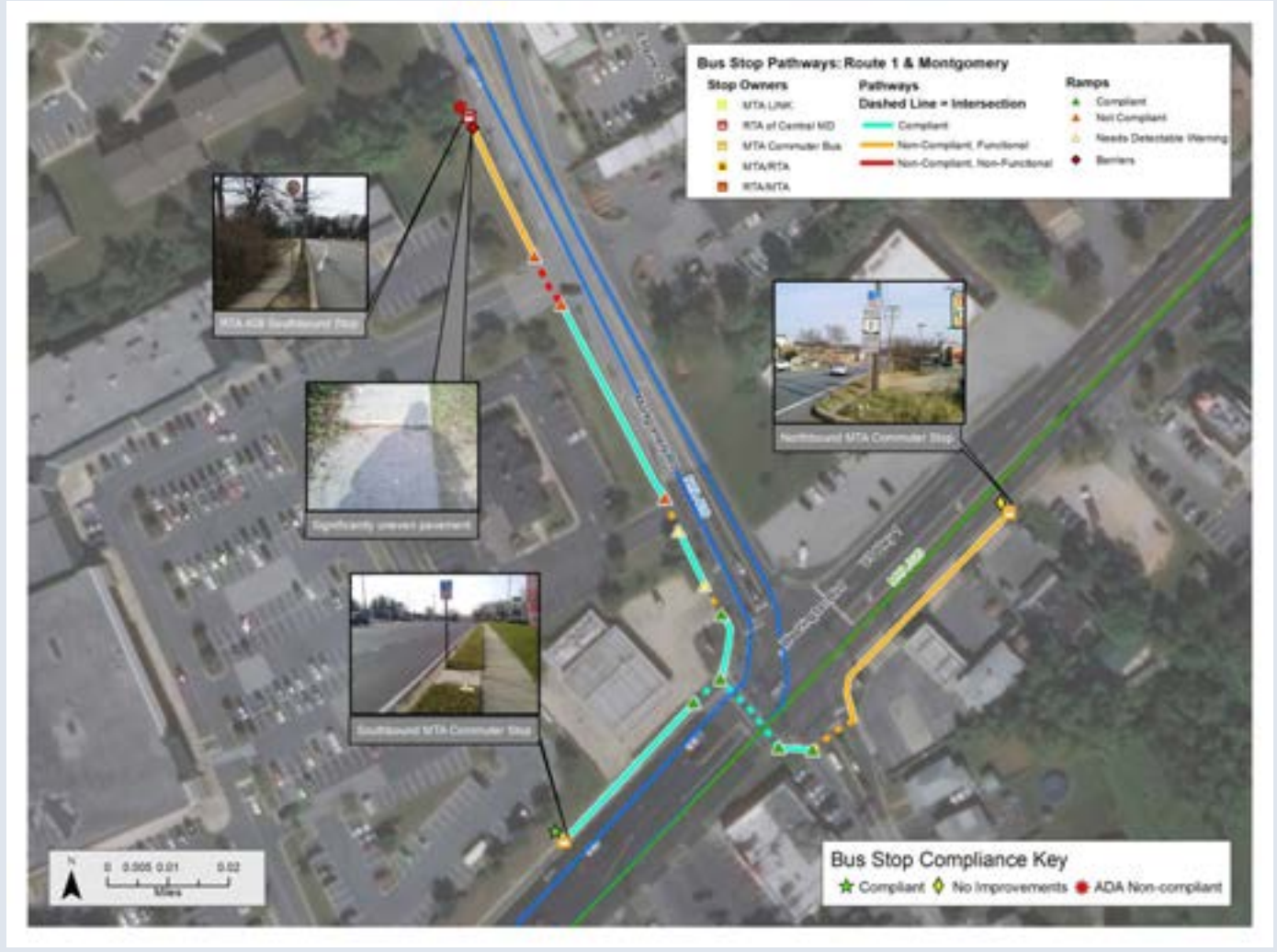
Route 1 & Montgomery

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Commercial-Shopping Center

Number of Distinct Stops: 3



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	4
Sidewalk (ft) to be installed/repaired:	377	Detectable Warnings Needed:	6
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	12	Average Transfer Time:	0:31
Daily LOTS Stops:	26	<15 Minute Transfers:	6

Total Estimated Improvement Costs:
\$17,825.00

Route 1 & Montgomery		
Howard County		
Required Improvements		
New sidewalk to be installed	377	\$9,425.00
New curb ramps	4	\$14,000.00
Detectable warning	6	\$450.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA SB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: MTA SB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
Stop 3: MTA NB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$23,875.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$0.00
	Stop 3 Cost:	\$4,000.00
	Total Cost	\$27,875.00

BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Montgomery** Heading: **315**
 Stop ID: **NA** Placement: **Farside**
 On Street: **WASHINGTON B** Speed: **45 mph**
 Cross Street: **MONTGOMERY** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **Compliant**



Bus Stop Sign

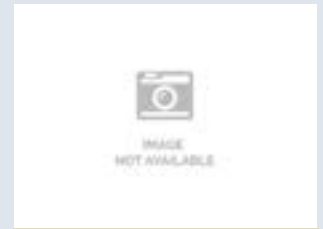
Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **4**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Montgomery** Heading: **160**
 Stop ID: **NA** Placement: **At Location**
 On Street: **MONTGOMERY** Speed: **25 mph**
 Cross Street: **ELKRIDGE COR** Travel Lanes: **2**
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 409**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **Major cracks**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **None**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **16**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Montgomery** Heading: **45**
 Stop ID: **NA** Placement: **Farside**
 On Street: **WASHINGTON B** Speed: **45 mph**
 Cross Street: **MONTGOMERY** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **No Improve**



Bus Stop Sign

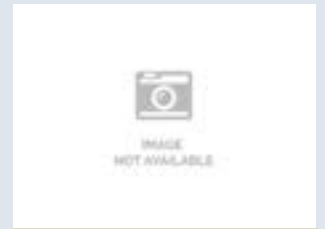
Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Traffic sign po** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **NA**
 Material: **NA** Obstruction: **NA**
 Surface Problem: **NA** Land Buffer: **NA**
 Obstruction: **NA** Surface Problem: **NA**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **5**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

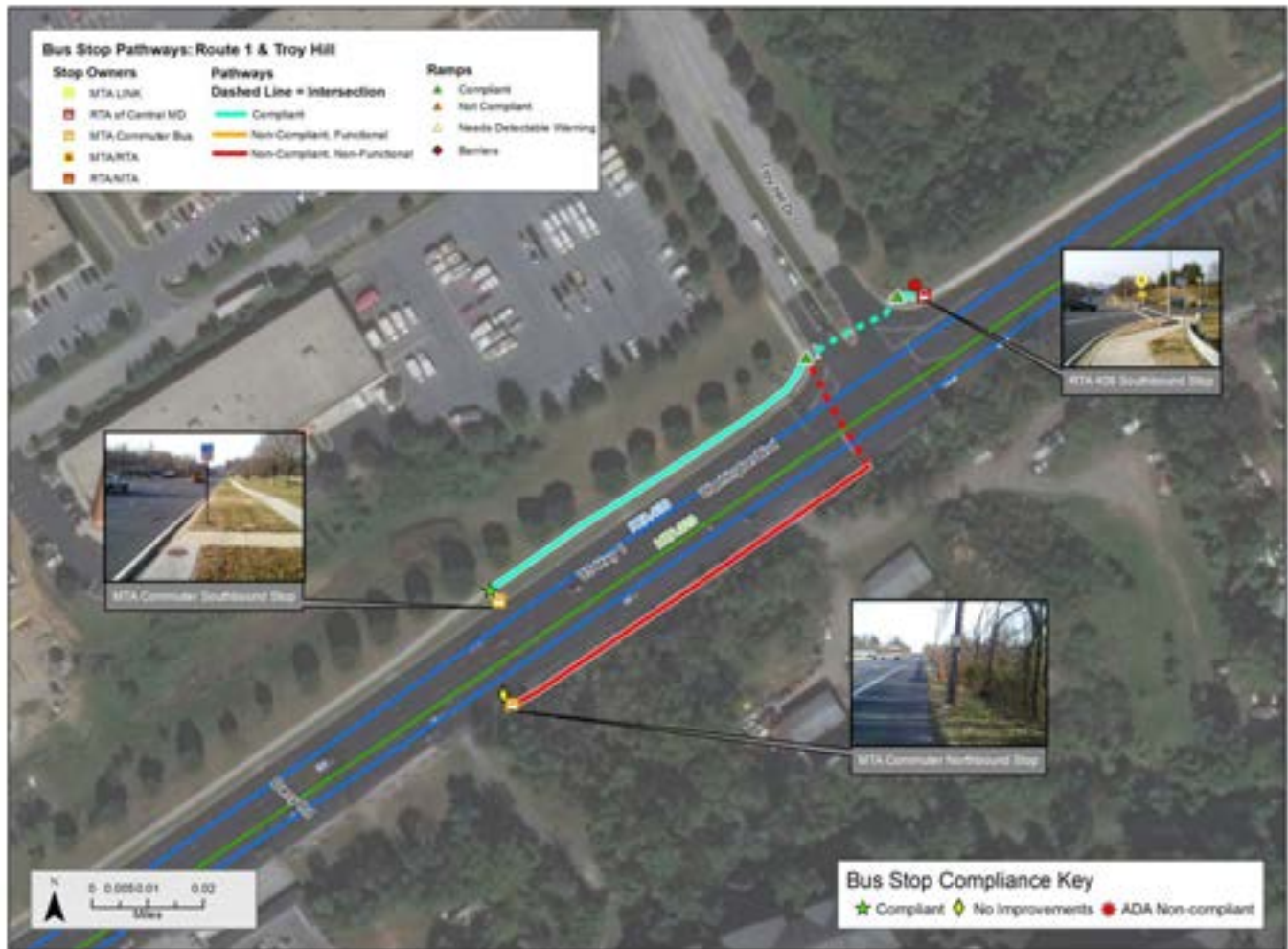
Route 1 & Troy Hill

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	410	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	2	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:		Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$25,950.00

Route 1 & Troy Hill		
Howard County		
Required Improvements		
New sidewalk to be installed	410	\$10,250.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: MTA SB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
Stop 2: MTA NB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 3: RTA SB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$13,825.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$4,000.00
	Total Cost	\$17,825.00

BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Troy Hill** Heading: **45**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **WASHINGTON B** Speed: **50 mph**
 Cross Street: **TROY HILL DR** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **No Improve**



Bus Stop Sign

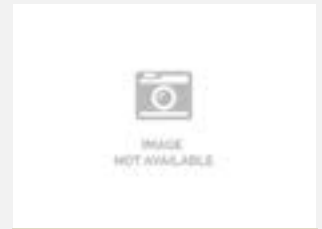
Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Utility pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **NA**
 Material: **NA** Obstruction: **NA**
 Surface Problem: **NA** Land Buffer: **NA**
 Obstruction: **NA** Surface Problem: **NA**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **9**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Troy Hill** Heading: **215**
 Stop ID: **NA** Placement: **Farside**
 On Street: **WASHINGTON B** Speed: **50 mph**
 Cross Street: **TROY HILL DR** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **Compliant**



Bus Stop Sign

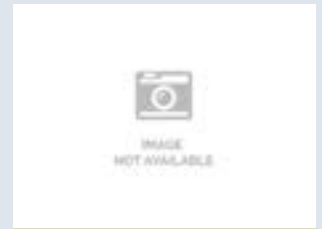
Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**
 CR Connect CSOP: **NA** Crosswalk CSOP: **No** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **6**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Stop Inventory

Transfer Location: **Route 1 & Troy Hill** Heading: **215**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **WASHINGTON B** Speed: **50 mph**
 Cross Street: **TROY HILL DR** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 409**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible?: **NA** Digital Display?: **No**
 Entrance Accessible?: **NA** Route Schedule?: **No**
 Interior Accessible?: **NA** System Map?: **No**
 Benches?: **0** Route Map?: **No**
 Bench Location: **NA** Trash Can?: **No**
 Bench Damage: **NA** Publication Boxes?: **0**
 Bike Racks?: **No**



Across from Stop

Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **8**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk?: **Yes** Curb Ramp: **Perpendicular**
 Connect Curb?: **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

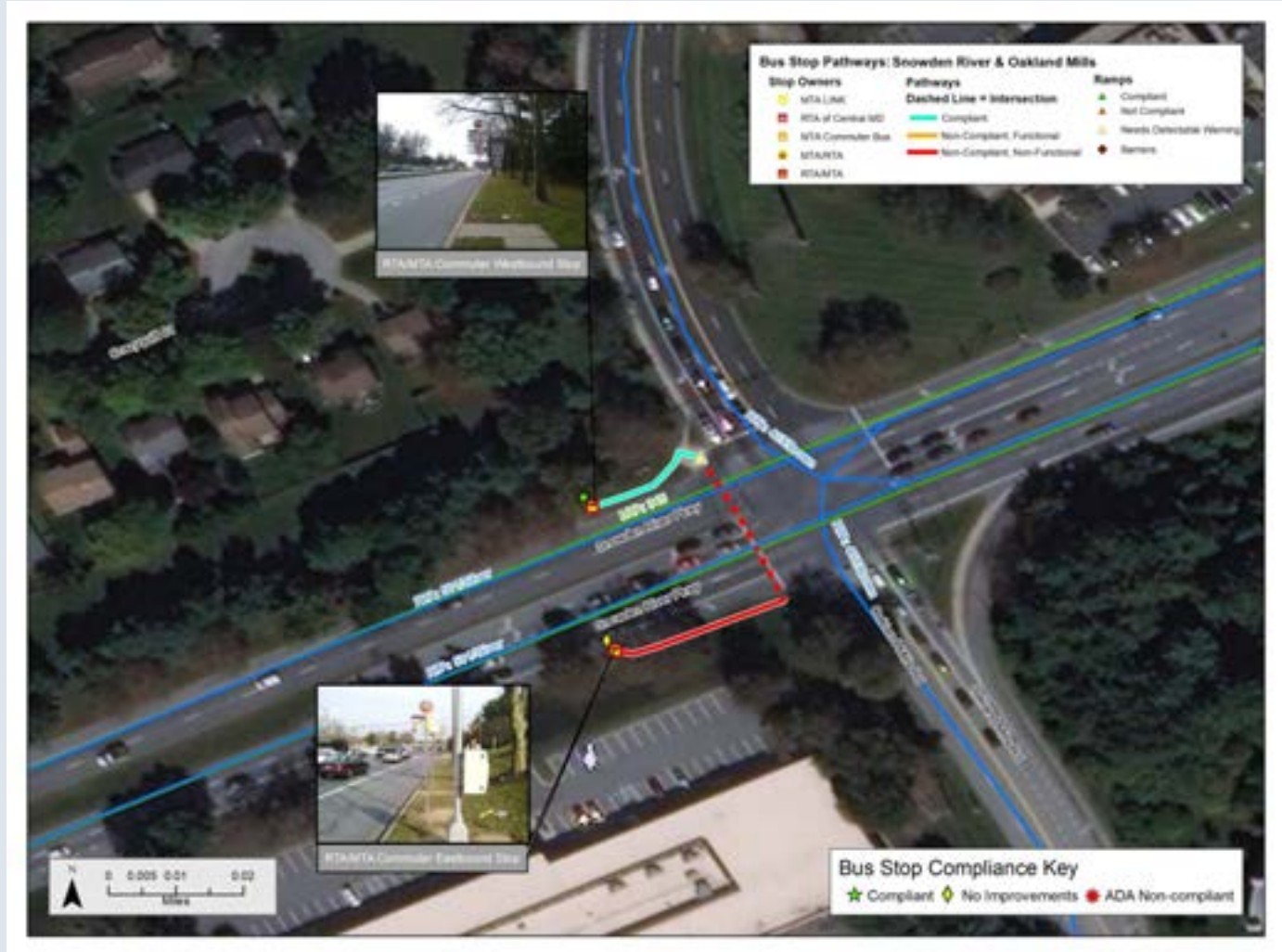
Snowden River & Oakland Mills

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 1



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	110	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$1,000.00

Snowden River & Oakland Mills

Howard County

Required Improvements		
New sidewalk to be installed	24	\$600.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: MTA/RTA WB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
Stop 2: MTA/RTA EB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$5,170.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$4,000.00
	Total Cost	\$9,170.00

BMC Transfer Study Stop Inventory

Transfer Location: Snowden River & Oakland Mills Heading: 45
 Stop ID: 50121 Placement: Nearside
 On Street: SNOWDEN RIVE Speed: 45 mph
 Cross Street: OAKLAND MILL Travel Lanes: 4
 Survey Date: 12/12/2018 Compliance Level: No Improvement



Bus Stop Sign

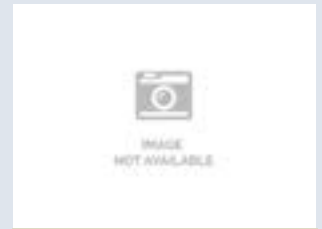
Number of Signs: 2 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: MTA Commuter Bus
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: RTA 501, MTA 345



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: None Sidewalk Width: NA
 Material: NA Obstruction: NA
 Surface Problem: NA Land Buffer: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: None
 Connect Curb? NA Detectable Warning: NA



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: Traffic light
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: Traffic light
 CR Connect CSAS: No Crosswalk CSAS: No Ped Control OS: No
 CR Connect CSOP: No Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership: 3
 LOTS Riders: 1

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Snowden River & Oakland Mills** Heading: **225**
 Stop ID: **50122** Placement: **Farside**
 On Street: **SNOWDEN RIVE** Speed: **45 mph**
 Cross Street: **OAKLAND MILL** Travel Lanes: **4**
 Survey Date: **12/12/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Traffic sign po** Stop Owner 2: **MTA Commuter Bus**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA COLUMBIA MALL, MTA 345**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Diagonal**
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **3**
 LOTS Riders: **6**

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Location Profiles

Snowden River Park & Ride

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Transit Center-Park & Ride

Number of Distinct Stops: 4



Compliance Overview

Landing Pads Needed:	0	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	NA
Compliant Amenities:	NA	Traffic Control:	NA

Scheduling and Estimated Costs

Daily MTA Stops:	7	Average Transfer Time:	0:36
Daily LOTS Stops:	6	<15 Minute Transfers:	4

Total Estimated Improvement Costs:
\$12,000.00

Snowden River Park & Ride		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: Park & Ride Stop	Primary Owner: MTA Commuter	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Digital Display	1	\$1,000.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$1,000.00
	Total Cost	\$1,000.00

BMC Transfer Study Stop Inventory

Transfer Location: Snowden River Park & Ride Heading: 225
 Stop ID: 50125 Placement: At Location
 On Street: SNOWDEN RIVE Speed: 10 mph
 Cross Street: SNOWDEN RIV Travel Lanes: 1
 Survey Date: 12/13/2018 Compliance Level: Compliant



Bus Stop Sign

Number of Signs: 3 Stop Owner 1: MTA Commuter Bus
 Sign Installation: Light pole Stop Owner 2: RTA of Central MD
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: MTA 345, 203, 310, 320 RTA 501



Approaching Stop

Shelters and Other Amenities

Shelters: 3 Info Case: Yes
 Shelter Foundation: Concrete Info Case Accessible: Accessible
 Shelter Damage: Stickers Info Case Damage: Stickers
 Shelter Accessible? Yes Digital Display? No
 Entrance Accessible? Yes Route Schedule? Yes
 Interior Accessible? Yes System Map? No
 Benches? 3 Route Map? Yes
 Bench Location: Shelter Trash Can? Yes
 Bench Damage: None Publication Boxes? 9
 Bike Racks? Yes



Across from Stop

Accessibility

Landing Pad: Yes, unobstructed Sidewalk Width: 11
 Material: Concrete Obstruction: None
 Surface Problem: None Land Buffer: No
 Obstruction: None Surface Problem: None
 Connect Sidewalk? Yes Curb Ramp: Perpendicular
 Connect Curb? Yes Detectable Warning: Yes



Departing Stop

Safety

CR Connect OSNS: NA Crosswalk OSNS: NA Traffic Control OS: None
 CR Connect OSFS: NA Crosswalk OSFS: NA Traffic Control CS: NA
 CR Connect CSAS: NA Crosswalk CSAS: NA Ped Control OS: No
 CR Connect CSOP: NA Crosswalk CSOP: NA Ped Control CS: NA

Ridership and Improvements

MTA Ridership: 222
 LOTS Riders: 13

Estimated Stop Improvement Cost:
\$1,000.00

BMC Transfer Study Location Profiles

Stanford & McGaw

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 1



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	10	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$1,200.00

Stanford & McGaw		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA WB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
Stop 2: MTA WB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 3: RTA EB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
New Digital Display	1	\$1,000.00
Stop 4: MTA SB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$4,000.00
	Stop 4 Cost:	\$4,000.00
	Total Cost	\$12,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Stanford & McGaw** Heading: **135**
 Stop ID: **NA** Placement: **Farside**
 On Street: **MCGAW RD** Speed: **30 mph**
 Cross Street: **STANFORD BLV** Travel Lanes: **6+**
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Light pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **5**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Diagonal**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **2**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Stanford & McGaw** Heading: **315**
 Stop ID: **NA** Placement: **Farside**
 On Street: **MCGAW RD** Speed: **30 mph**
 Cross Street: **STANFORD BLV** Travel Lanes: **4**
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Light pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 320**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **0**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Stanford & McGaw** Heading: **225**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **STANFORD BLV** Speed: **35 mph**
 Cross Street: **MCGAW RD** Travel Lanes: **4**
 Survey Date: **12/13/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 406**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **2**

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Stop Inventory

Transfer Location: **Stanford & McGaw** Heading: **45**
 Stop ID: **NA** Placement: **Farside**
 On Street: **STANFORD BLV** Speed: **35 mph**
 Cross Street: **MCGAW RD** Travel Lanes: **4**
 Survey Date: **12/13/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 406**



Approaching Stop

Shelters and Other Amenities

Shelters: **1** Info Case: **No**
 Shelter Foundation: **Concrete** Info Case Accessible: **NA**
 Shelter Damage: **None** Info Case Damage: **NA**
 Shelter Accessible? **Yes** Digital Display? **No**
 Entrance Accessible? **Yes** Route Schedule? **No**
 Interior Accessible? **Yes** System Map? **No**
 Benches? **1** Route Map? **No**
 Bench Location: **Shelter** Trash Can? **Yes**
 Bench Damage: **None** Publication Boxes? **1**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

Sun Valley Shopping Center

LOTS: RTA of Central MD

MTA Bus Service: LINK

Location Type: Commercial-Shopping Center

Number of Distinct Stops: 4



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	79	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	2	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	32	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$16,145.00

Sun Valley Shopping Center		
Anne Arundel County		
Required Improvements		
New sidewalk to be installed	79	\$1,975.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: RTA/MTA EB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: MTA WB Stop	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$10,120.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Total Cost	\$18,120.00

BMC Transfer Study Stop Inventory

Transfer Location: Sun Valley Shopping Center Heading: 135
 Stop ID: 2864 Placement: At Location
 On Street: BALTIMORE AN Speed: 40 mph
 Cross Street: SUN VALLEY SH Travel Lanes: 3
 Survey Date: 12/13/2018 Compliance Level: No Improvement



Bus Stop Sign

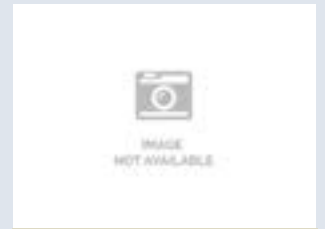
Number of Signs: 2 Stop Owner 1: RTA of Central MD
 Sign Installation: Bus Stop Pole Stop Owner 2: MTA LINK
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: MTA LINK 69



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: None Sidewalk Width: NA
 Material: NA Obstruction: NA
 Surface Problem: NA Land Buffer: NA
 Obstruction: NA Surface Problem: NA
 Connect Sidewalk? NA Curb Ramp: None
 Connect Curb? NA Detectable Warning: No



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: None
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: None
 CR Connect CSAS: NA Crosswalk CSAS: NA Ped Control OS: No
 CR Connect CSOP: Yes Crosswalk CSOP: No Ped Control CS: No

Ridership and Improvements

MTA Ridership: 32
 LOTS Riders: 5

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: Sun Valley Shopping Center Heading: 315
 Stop ID: 12282 Placement: Across From
 On Street: BALTIMORE AN Speed: 40 mph
 Cross Street: SUN VALLEY CE Travel Lanes: 3
 Survey Date: 12/13/2018 Compliance Level: ADA Non-Com



Bus Stop Sign

Number of Signs: 1 Stop Owner 1: MTA LINK
 Sign Installation: Bus Stop Pole Stop Owner 2: NA
 Sign Height: 80" or greater Stop Owner 3: NA
 Route Info: MTA LINK 69



Approaching Stop

Shelters and Other Amenities

Shelters: 0 Info Case: No
 Shelter Foundation: NA Info Case Accessible: NA
 Shelter Damage: NA Info Case Damage: NA
 Shelter Accessible? NA Digital Display? No
 Entrance Accessible? NA Route Schedule? No
 Interior Accessible? NA System Map? No
 Benches? 0 Route Map? No
 Bench Location: NA Trash Can? No
 Bench Damage: NA Publication Boxes? 0
 Bike Racks? No



Across from Stop

Accessibility

Landing Pad: No, sidewalk Sidewalk Width: 5
 Material: Concrete Obstruction: None
 Surface Problem: None Land Buffer: No
 Obstruction: None Surface Problem: None
 Connect Sidewalk? Yes Curb Ramp: Perpendicular
 Connect Curb? Yes Detectable Warning: No



Departing Stop

Safety

CR Connect OSNS: No Crosswalk OSNS: No Traffic Control OS: None
 CR Connect OSFS: No Crosswalk OSFS: No Traffic Control CS: None
 CR Connect CSAS: Yes Crosswalk CSAS: No Ped Control OS: No
 CR Connect CSOP: NA Crosswalk CSOP: NA Ped Control CS: No

Ridership and Improvements

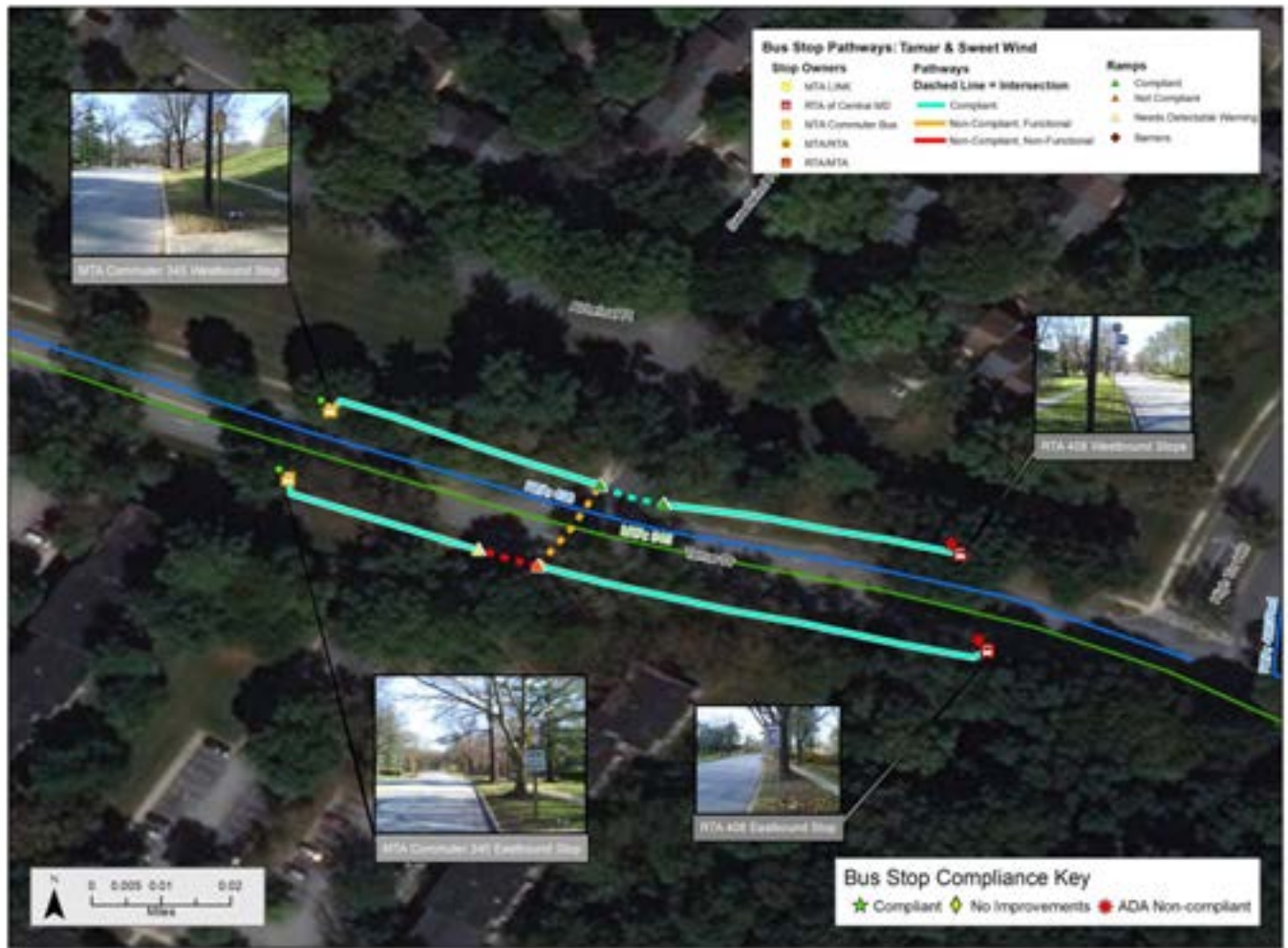
MTA Ridership: 32
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

Tamar & Sweetwind

LOTS: RTA of Central MD
 MTA Bus Service: Commuter
 Location Type: Basic Bus Stop-Residential
 Number of Distinct Stops: 4



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	2
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	2
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$8,570.00

Tamar & Sweetwind		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	2	\$7,000.00
Detectable warning	2	\$150.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: RTA EB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA WB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 3: MTA WB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
Stop 4: MTA EB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$8,145.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$0.00
	Stop 4 Cost:	\$0.00
	Total Cost	\$16,145.00

BMC Transfer Study Stop Inventory

Transfer Location: **Tamar & Sweetwind** Heading: **110**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **TAMAR DR** Speed: **30 mph**
 Cross Street: **HIGH TOR HILL** Travel Lanes: **4**
 Survey Date: **12/7/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **NA**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Tamar & Sweetwind** Heading: **280**
 Stop ID: **NA** Placement: **Farside**
 On Street: **TAMAR DR** Speed: **30 mph**
 Cross Street: **SWEET WIND P** Travel Lanes: **4**
 Survey Date: **12/7/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 345**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **7**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Stop Inventory

Transfer Location: **Tamar & Sweetwind** Heading: **280**
 Stop ID: **NA** Placement: **Farside**
 On Street: **TAMAR DR** Speed: **30 mph**
 Cross Street: **HIGH TOR HILL** Travel Lanes: **4**
 Survey Date: **12/7/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 408**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Tamar & Sweetwind** Heading: **100**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **TAMAR DR** Speed: **30 mph**
 Cross Street: **SWEET WIND P** Travel Lanes: **4**
 Survey Date: **12/7/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Traffic sign po** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 345**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **1**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Location Profiles

Thunder Hill & Oakland Mills

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 4



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	1
Signs with Non-Compliant Height:	1	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	No

Scheduling and Estimated Costs

Daily MTA Stops:	22	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$12,000.00

Thunder Hill & Oakland Mills		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	1	\$3,500.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	1	\$695.00
Crosswalk	1	\$300.00
Stop 1: MTA WB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
Stop 2: RTA WB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
Stop 3: MTA EB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 4: RTA EB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
	Location Cost:	\$4,570.00
	Stop 1 Cost:	\$0.00
	Stop 2 Cost:	\$0.00
	Stop 3 Cost:	\$4,000.00
	Stop 4 Cost:	\$0.00
	Total Cost	\$8,570.00

BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & Oakland Mills** Heading: **40**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **THUNDER HILL** Speed: **25 mph**
 Cross Street: **OAKLAND MILL** Travel Lanes: **4**
 Survey Date: **12/6/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 408**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **None**
 Connect Curb? **Yes** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & Oakland Mills** Heading: **40**
 Stop ID: **NA** Placement: **Farside**
 On Street: **THUNDER HILL** Speed: **25 mph**
 Cross Street: **OAKLAND MILL** Travel Lanes: **4**
 Survey Date: **12/6/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Light pole** Stop Owner 2: **NA**
 Sign Height: **Less than 80"** Stop Owner 3: **NA**
 Route Info: **MTA 305**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **None**
 Connect Curb? **NA** Detectable Warning: **NA**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **No** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **6**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & Oakland Mills** Heading: **240**
 Stop ID: **NA** Placement: **Farside**
 On Street: **THUNDER HILL** Speed: **25 mph**
 Cross Street: **TWIN KNOLLS** Travel Lanes: **4**
 Survey Date: **12/6/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 408**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible?: **NA** Digital Display?: **No**
 Entrance Accessible?: **NA** Route Schedule?: **No**
 Interior Accessible?: **NA** System Map?: **No**
 Benches?: **0** Route Map?: **No**
 Bench Location: **NA** Trash Can?: **No**
 Bench Damage: **NA** Publication Boxes?: **0**
 Bike Racks?: **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk?: **Yes** Curb Ramp: **Perpendicular**
 Connect Curb?: **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **3**

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & Oakland Mills** Heading: **210**
 Stop ID: **NA** Placement: **Farside**
 On Street: **THUNDER HILL** Speed: **25 mph**
 Cross Street: **OAKLAND MILL** Travel Lanes: **4**
 Survey Date: **12/6/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 305**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **3**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Location Profiles

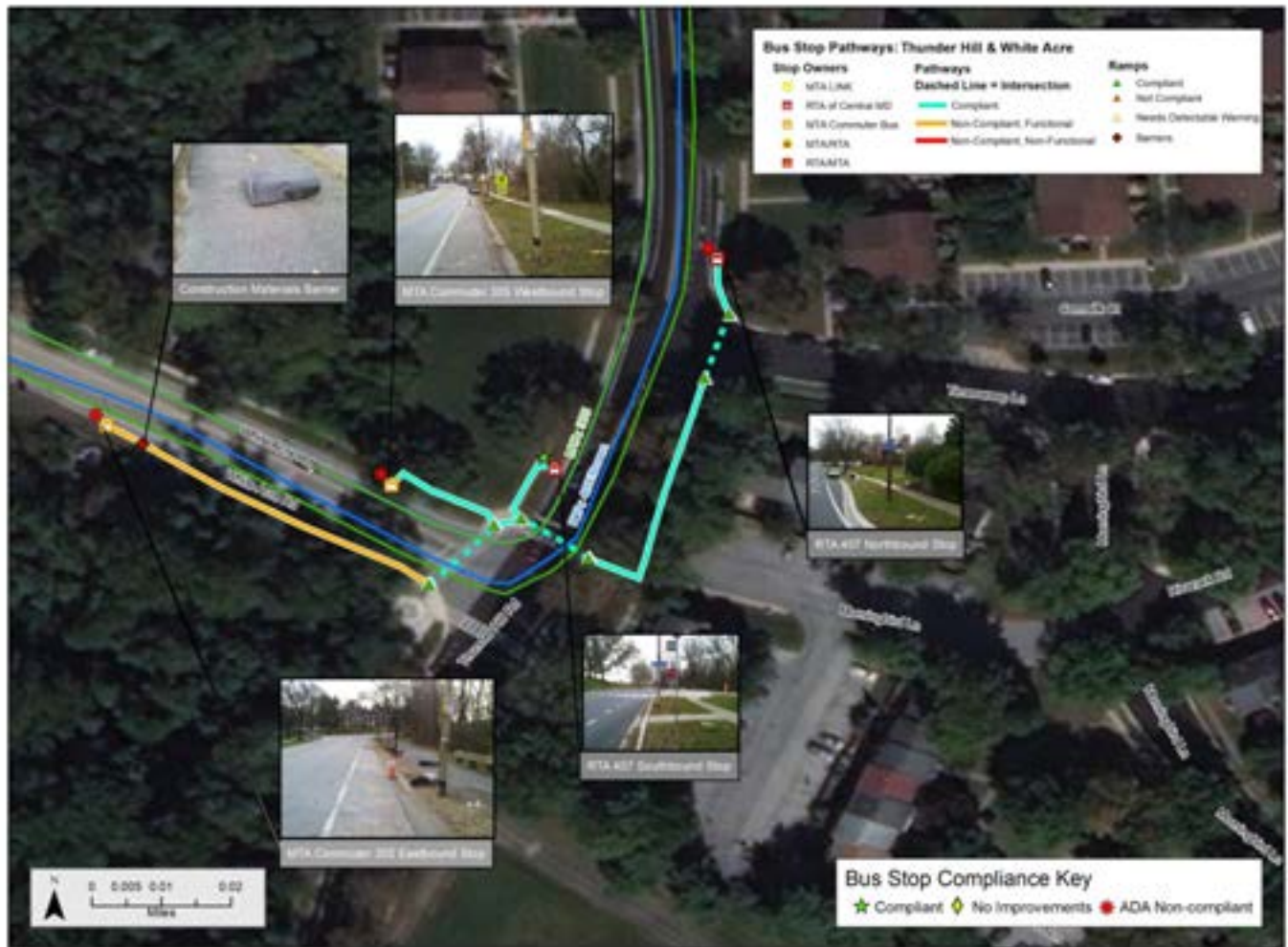
Thunder Hill & White Acre

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	2	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	No
Compliant Amenities:	NA	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	22	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$37,125.00

Thunder Hill & White Acre		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	0	\$0.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: RTA NB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: RTA SB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
Stop 3: MTA WB Stop	Primary Owner:	MTA Commuter
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 4: MTA EB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$0.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$0.00
	Stop 3 Cost:	\$4,000.00
	Stop 4 Cost:	\$4,000.00
	Total Cost	\$12,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & White Acre** Heading: **110**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **WHITE ACRE RD** Speed: **25 mph**
 Cross Street: **THUNDER HILL** Travel Lanes: **2**
 Survey Date: **12/6/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Light pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 305**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **8**
 Material: **NA** Obstruction: **Other**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Stop sign**
 CR Connect OSFS: **NA** Crosswalk OSFS: **NA** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **2**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & White Acre** Heading: **0**
 Stop ID: **NA** Placement: **Farside**
 On Street: **THUNDER HILL** Speed: **25 mph**
 Cross Street: **TIMESWEEP LN** Travel Lanes: **2**
 Survey Date: **12/6/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **NA**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **None**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **No** Ped Control OS: **No**
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **2**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & White Acre** Heading: **290**
 Stop ID: **NA** Placement: **Farside**
 On Street: **WHITE ACRE RD** Speed: **25 mph**
 Cross Street: **THUNDER HILL** Travel Lanes: **2**
 Survey Date: **12/6/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Light pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA 305**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **None** Sidewalk Width: **4**
 Material: **NA** Obstruction: **None**
 Surface Problem: **NA** Land Buffer: **Yes**
 Obstruction: **NA** Surface Problem: **None**
 Connect Sidewalk? **NA** Curb Ramp: **Perpendicular**
 Connect Curb? **NA** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **NA** Crosswalk OSNS: **NA** Traffic Control OS: **Stop sign**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership: **3**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Thunder Hill & White Acre** Heading: **200**
 Stop ID: **NA** Placement: **Nearside**
 On Street: **THUNDER HILL** Speed: **25 mph**
 Cross Street: **WHITE ACRE R** Travel Lanes: **2**
 Survey Date: **12/6/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **NA**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Stop sign**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Stop sign**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **No**
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **No**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$0.00

BMC Transfer Study Location Profiles

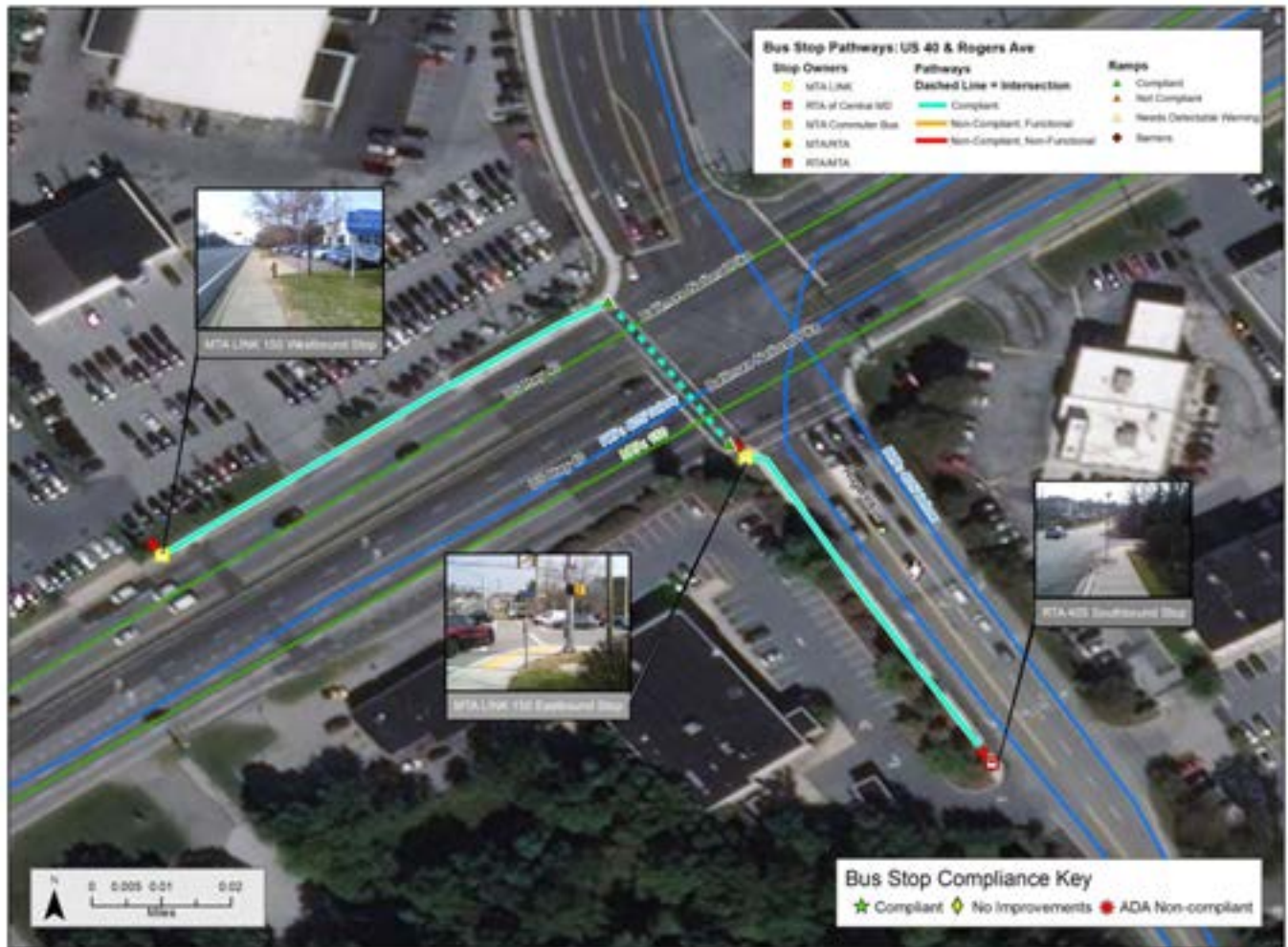
US 40 & Rogers Ave

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Commercial

Number of Distinct Stops: 2



Compliance Overview

Landing Pads Needed:	3	Curb Ramps to Install:	0
Sidewalk (ft) to be installed/repaired:	0	Detectable Warnings Needed:	0
Signs with Non-Compliant Height:	0	Consolidate Signage?	Yes
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	NA	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	Not a timed stop	Average Transfer Time:	NA
Daily LOTS Stops:	15	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$9,545.00

US 40 & Rogers		
Howard County		
Required Improvements		
New sidewalk to be installed	0	\$0.00
New curb ramps	0	\$0.00
Detectable warning	1	\$75.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: MTA WB Stop	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 2: MTA EB Stop	Primary Owner:	MTA LINK
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
Stop 3: RTA SB Stop	Primary Owner:	RTA of Central MD
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$75.00
	Stop 1 Cost:	\$4,000.00
	Stop 2 Cost:	\$4,000.00
	Stop 3 Cost:	\$4,000.00
	Total Cost	\$12,075.00

BMC Transfer Study Stop Inventory

Transfer Location: **US 40 & Rogers Ave** Heading: **140**
 Stop ID: **NA** Placement: **Farside**
 On Street: **ROGERS AVE** Speed: **40 mph**
 Cross Street: **US 40** Travel Lanes: **4**
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

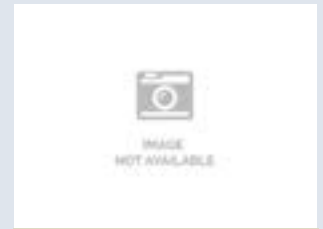
Number of Signs: **1** Stop Owner 1: **RTA of Central MD**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **RTA 405**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Diagonal**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership:
 LOTS Riders: **1**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **US 40 & Rogers Ave** Heading: **230**
 Stop ID: **8232** Placement: **Farside**
 On Street: **US 40** Speed: **55 mph**
 Cross Street: **ROGERS AVE** Travel Lanes: **6+**
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

Number of Signs: **1** Stop Owner 1: **MTA LINK**
 Sign Installation: **Bus Stop Pole** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA LINK 150**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **None**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **5**
 Material: **Asphalt** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **No** Crosswalk CSAS: **No** Ped Control OS: **Yes**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **5**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **US 40 & Rogers Ave** Heading: **50**
 Stop ID: **8238** Placement: **Nearside**
 On Street: **US 40** Speed: **55 mph**
 Cross Street: **ROGERS AVE** Travel Lanes: **6+**
 Survey Date: **12/13/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

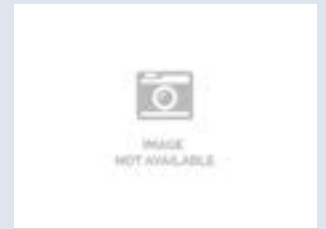
Number of Signs: **1** Stop Owner 1: **MTA LINK**
 Sign Installation: **Traffic light p** Stop Owner 2: **NA**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA LINK 150**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **No, sidewalk** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **No**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Diagonal**
 Connect Curb? **Yes** Detectable Warning: **Yes**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **Yes** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **No** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**
 CR Connect CSOP: **No** Crosswalk CSOP: **No** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **7**
 LOTS Riders:

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Location Profiles

Wilde Lake Interfaith Center

LOTS: RTA of Central MD

MTA Bus Service: Commuter

Location Type: Basic Bus Stop-Residential

Number of Distinct Stops: 3



Compliance Overview

Landing Pads Needed:	1	Curb Ramps to Install:	1
Sidewalk (ft) to be installed/repaired:	50	Detectable Warnings Needed:	3
Signs with Non-Compliant Height:	0	Consolidate Signage?	No
New Signs Needed:	No	Pedestrian Control:	Yes
Compliant Amenities:	Yes	Traffic Control:	Yes

Scheduling and Estimated Costs

Daily MTA Stops:	14	Average Transfer Time:	NA
Daily LOTS Stops:	Not a timed stop	<15 Minute Transfers:	NA

Total Estimated Improvement Costs:
\$21,045.00

Wilde Lake Interfaith Center		
Howard County		
Required Improvements		
New sidewalk to be installed	50	\$1,250.00
New curb ramps	1	\$3,500.00
Detectable warning	3	\$225.00
Enhanced Improvements		
Pedestrian Control	0	\$0.00
Crosswalk	0	\$0.00
Stop 1: MTA/RTA SB Stop	Primary Owner: RTA of Central MD	
New Compliant Landing Pad	0	\$0.00
New Sign	0	\$0.00
New Information Case	1	\$500.00
Stop 2: MTA/RTA NB Stop	Primary Owner: MTA Commuter	
New Compliant Landing Pad	1	\$4,000.00
New Sign	0	\$0.00
	Location Cost:	\$4,975.00
	Stop 1 Cost:	\$500.00
	Stop 2 Cost:	\$4,000.00
	Total Cost	\$9,475.00

BMC Transfer Study Stop Inventory

Transfer Location: **Wilde Lake Interfaith Center** Heading: **300**
 Stop ID: **11845** Placement: **Across From**
 On Street: **TWIN RIVERS R** Speed: **25 mph**
 Cross Street: **TRUMPETER R** Travel Lanes: **3**
 Survey Date: **12/4/2018** Compliance Level: **ADA Non-Com**



Bus Stop Sign

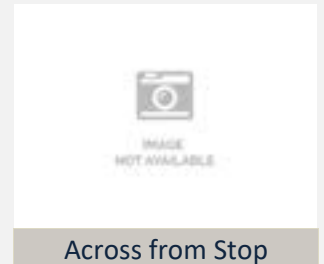
Number of Signs: **2** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Traffic light p** Stop Owner 2: **RTA of Central MD**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA LINK 150, MTA 325, RTA 401**



Approaching Stop

Shelters and Other Amenities

Shelters: **0** Info Case: **No**
 Shelter Foundation: **NA** Info Case Accessible: **NA**
 Shelter Damage: **NA** Info Case Damage: **NA**
 Shelter Accessible? **NA** Digital Display? **No**
 Entrance Accessible? **NA** Route Schedule? **No**
 Interior Accessible? **NA** System Map? **No**
 Benches? **0** Route Map? **No**
 Bench Location: **NA** Trash Can? **No**
 Bench Damage: **NA** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, obstructed** Sidewalk Width: **5**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **Uneven Pavem** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **No** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **Yes** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **NA** Crosswalk CSAS: **NA** Ped Control OS: **Yes**
 CR Connect CSOP: **Yes** Crosswalk CSOP: **Yes** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **1**
 LOTS Riders: **2**

Estimated Stop Improvement Cost:
\$4,000.00

BMC Transfer Study Stop Inventory

Transfer Location: **Wilde Lake Interfaith Center** Heading: **130**
 Stop ID: **11807** Placement: **Farside**
 On Street: **TWIN RIVERS R** Speed: **25 mph**
 Cross Street: **TRUMPETER R** Travel Lanes: **2**
 Survey Date: **12/4/2018** Compliance Level: **Compliant**



Bus Stop Sign

Number of Signs: **2** Stop Owner 1: **MTA Commuter Bus**
 Sign Installation: **Light pole** Stop Owner 2: **RTA of Central MD**
 Sign Height: **80" or greater** Stop Owner 3: **NA**
 Route Info: **MTA LINK 150, MTA 325, RTA 401**



Approaching Stop

Shelters and Other Amenities

Shelters: **1** Info Case: **No**
 Shelter Foundation: **Concrete** Info Case Accessible: **NA**
 Shelter Damage: **None** Info Case Damage: **NA**
 Shelter Accessible? **Yes** Digital Display? **Yes**
 Entrance Accessible? **Yes** Route Schedule? **No**
 Interior Accessible? System Map? **No**
 Benches? **1** Route Map? **No**
 Bench Location: **Shelter** Trash Can? **Yes**
 Bench Damage: **None** Publication Boxes? **0**
 Bike Racks? **No**



Across from Stop

Accessibility

Landing Pad: **Yes, unobstructed** Sidewalk Width: **4**
 Material: **Concrete** Obstruction: **None**
 Surface Problem: **None** Land Buffer: **Yes**
 Obstruction: **None** Surface Problem: **None**
 Connect Sidewalk? **Yes** Curb Ramp: **Perpendicular**
 Connect Curb? **Yes** Detectable Warning: **No**



Departing Stop

Safety

CR Connect OSNS: **Yes** Crosswalk OSNS: **No** Traffic Control OS: **Traffic light**
 CR Connect OSFS: **No** Crosswalk OSFS: **Yes** Traffic Control CS: **Traffic light**
 CR Connect CSAS: **Yes** Crosswalk CSAS: **Yes** Ped Control OS: **Yes**
 CR Connect CSOP: **NA** Crosswalk CSOP: **NA** Ped Control CS: **Yes**

Ridership and Improvements

MTA Ridership: **1**
 LOTS Riders: **2**

Estimated Stop Improvement Cost:
\$500.00